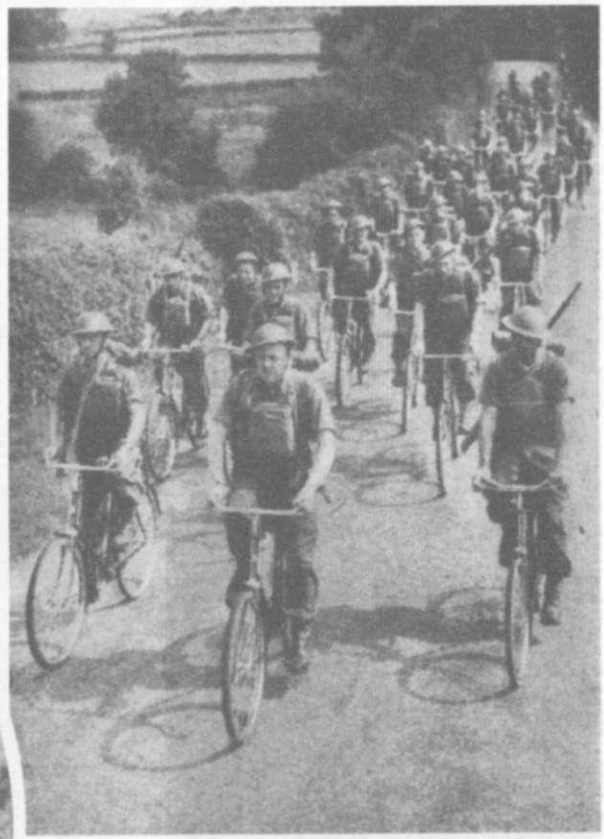
THE R.A.F. 'CLAWED THEM DOWN' BY THE HUNDRED

In his broadcast on August 17 the Minister of Information, Mr. Duff Cooper, reassured those who were half inclined to think that the figures for the Nazi machines brought down were too good to be true. People in the raided areas have no doubts, however, for they have actually witnessed many such scenes as this, which was photographed on August 18. In the top photograph a Nazi fighter is seen behind a house coming to earth. It immediately burst into flames, and the large photograph shows what happened to it a second or two later. *Photos, G.P.U.*

When It's Action the Black Watch Are Snappy!



The Black Watch is now with the Army in the south of England. Top left, men of the regiment are advancing through a farm during exercises. For quick movement the regiment now has bicycles, as seen above.

The Black Watch had experience of parachute troops while they were with the B.E.F. in Flanders, and the knowledge they gained in countering this invasion from the air is being put to good use in their exercises. Above, during exercises an alarm of parachutists has been raised and the men move off at top speed. In the circle a very realistic incident during training is seen when men are taking flying leaps across a crowded trench.

Photos, British Official: Crown Copyright

It Was a Very Tight Corner at Wytschaete

In the retreat to Dunkirk in May 1940, a great part was played by the artillery who covered the withdrawal with their fire. Here is the story, based on official records, of one of the many brilliant rearguard actions—one in which the gunners and the Royal Scots Fusiliers shared the honours.

On Sunday, May 26, a regiment of the Royal Artillery received orders to proceed to Wytschaete—"White Sheet" to soldiers of 1914-1918—in Belgium. The regiment had hardly returned to its billets at La Marquette and a portion of the gun troops had not yet returned from Pont-à-Marc. It was decided, however, to send all the regimental headquarter groups to a rendezvous in the woods on the other side of the village.

The second-in-command went on ahead to reconnoitre suitable "hides" and the best route in for the guns. Although the column was continually held up by refugees the regiment was safely hidden and the reconnaissance carried out. Throughout the deployment enemy bombers were active. The second-in-command's rendezvous and regimental headquarters "hide" were bombed but suffered no casualties.

The infantry at this time were holding a line along the Ypres-Commines Canal, thence along the railway line north of the canal to a point where the railway crossed the canal, and so on to Ypres itself. The patrols for their part were well forward, the idea being to withdraw to the canal line as soon as contact had been made with the enemy. This was carried out according to plan.

After one quiet day things began to liven up. The enemy attacked in force, and the artillery regiment fired continually on troop concentrations and trench-mortars. Attempts were also made to locate a battery which had proved most troublesome to our infantry.

The situation gradually deteriorated. Observation-post lines were cut and wireless communications jammed. At one time it seemed that the lines on both flanks had gone, but the infantry brigadier went round all his battalions and the line was again stabilized. Many of the infantry who had fallen back on the gun positions re-formed and went forward. Odd rifles abandoned by dead and wounded men were collected at the gun positions for future use.

The problem of communication remained. It was decided to send one officer from each battery forward into the line to establish contact with the forward company headquarters and direct fire. One officer went forward in the regiment's sole remaining armoured observation vehicle, the other on foot. At one time the latter officer was actually several hundred yards in front of the infantry. The reports received from him were invaluable in clarifying the situation.

The officer in the armoured vehicle succeeded in going about a mile before a shell burst overhead and wounded his assistant. He proceeded on foot a mile and a half, finally reaching a drive leading up to a château. Here he found a company of Royal Scots Fusiliers practically surrounded, and so, under heavy fire from three sides, he made his way back with the intention of calling for battery fire. But it seemed certain that the company of Royal Scots Fusiliers could not escape being surrounded, and in fact very few of these men did get back. Nevertheless, all possible support was given to them, but the difficulty of maintaining communication made observed fire almost impossible, and it remained for regimental headquarters, battery command posts, and troop command posts to use their own initiative in deciding suitable targets.

Firing Over Open Sights

Enemy shelling which had been continuous all the day increased after nightfall, and it became obvious that a further attack was pending. The situation as regards our own infantry remained obscure. The commanding officer gave orders to troop commanders to order individual gun control at their own discretion.

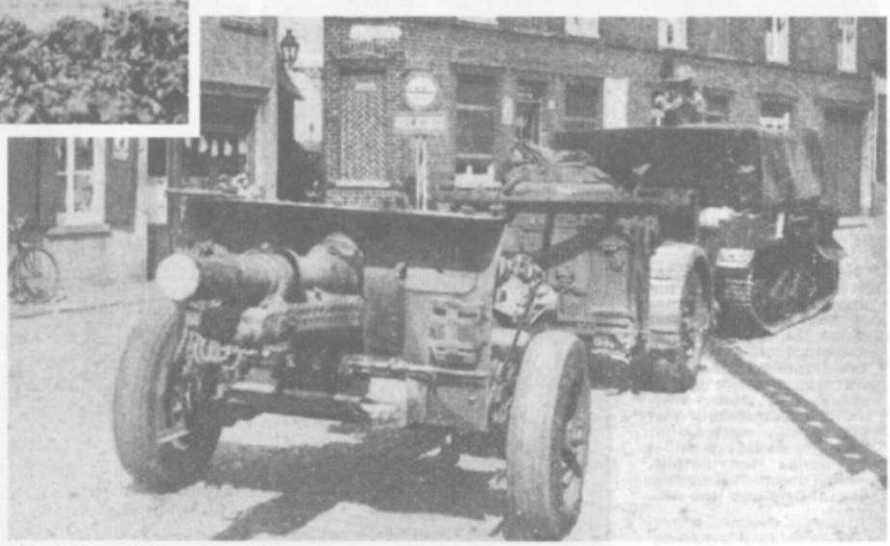
A troop near Saint Eloi supporting the left flank was able, through telephonic communication with the Northamptons and a Manchesters' machine-gun company, to prevent a break-through on the left of the line. An officer of this troop, having spent a day at the observation post, knew the area well, and under his direction a line was laid out to the Northamptons and Manchesters, who were then able to call for fire whenever it was needed. On more than one occasion battery fire was put down.

In the small hours the guns were firing over open sights, and all spare personnel were armed with rifles and Bren guns to give every possible help to the infantry. The enemy advanced again and again to within a few hundred yards of our positions, but each time he was driven back by the artillery's guns at point-blank range and by small-arms fire. At three in the morning things had quietened down, though there was intermittent machine-gun and shell fire, and an hour later orders were received to withdraw and occupy positions near Kemmel.

The Germans attacked again at 4.30 a.m. All troops except the most advanced were safely withdrawn. The most advanced troop, however, owing to the boggy state of the ground were compelled to winch their guns out, one by one—a two-hour task. Two guns had been removed and were on the road, and the other two were being winched out, when suddenly the enemy appeared over the ridge. The troop commander ordered that the two remaining guns should be rendered useless, and the first two guns were immediately sent off to the rear under heavy fire. The sergeant detailed to remove the firing-pins of the guns was severely wounded, but was rescued after a counter-attack by the infantry.

The counter-attack began at midday, when reinforcements arrived in the form of an infantry brigade. They deployed in front of the gun positions where the line had for a time been stabilized. They counter-attacked, and the line was restored.

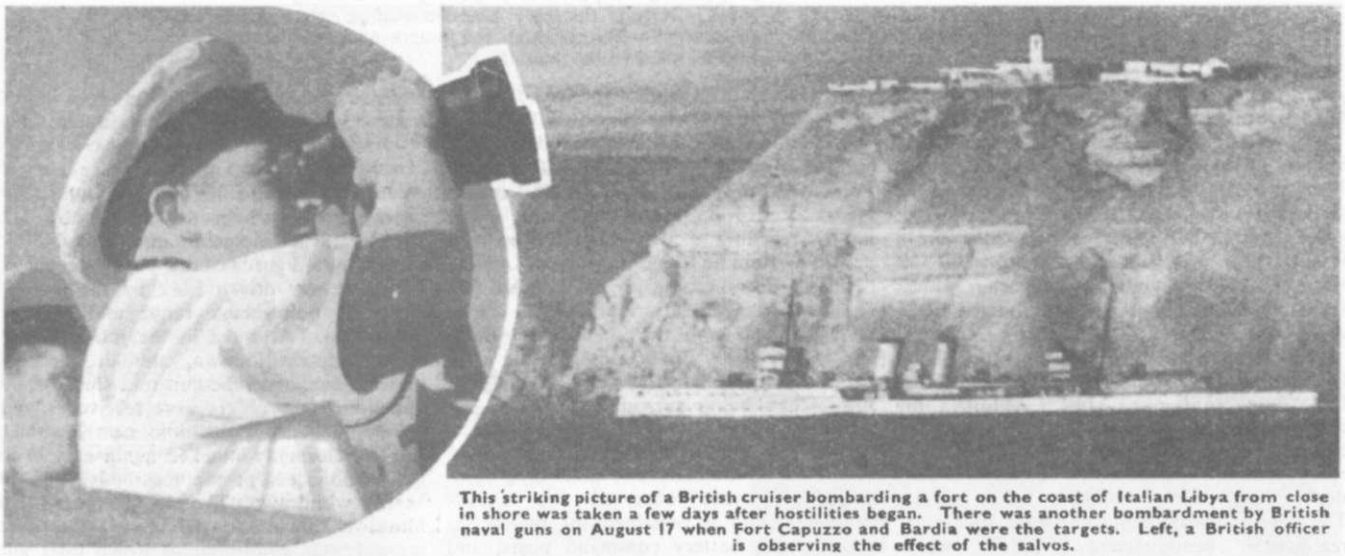
Many times during the anxious hours of the action at Wytschaete the line looked like going. The infantry was heavily outnumbered and continually subjected to machine-gun fire, trench-mortar fire and dive-bombing. All ranks had been many days and nights without sleep, yet when the order to withdraw was given, many a man was at a loss to understand the reason for it.



The little Belgian town of Wytschaete, on the Messines Ridge 4 miles south of Ypres, around which the incidents related in this page occurred, is seen, top left, as it was rebuilt after its destruction in the last war. Above, a gun of the R.A. drawn by a tractor is crossing into Belgian territory for the last stand at the end of May, 1940.

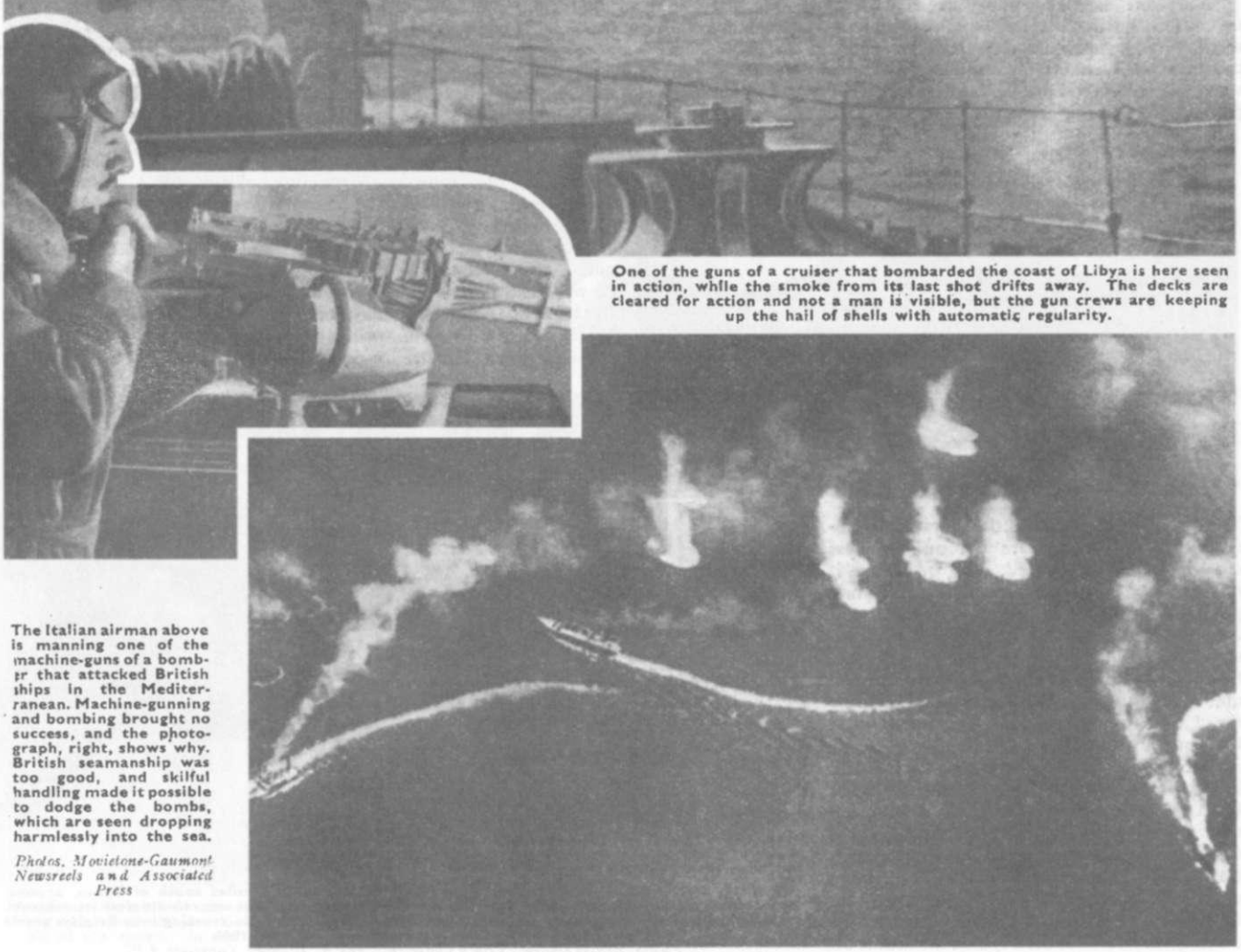
Photos, British Official: Crown Copyright; and A. J. Insall, Copyright A.P.

Libya Provides Targets for Britain's Navy



This striking picture of a British cruiser bombarding a fort on the coast of Italian Libya from close in shore was taken a few days after hostilities began. There was another bombardment by British naval guns on August 17 when Fort Capuzzo and Bardia were the targets. Left, a British officer is observing the effect of the salvos.

One of the guns of a cruiser that bombarded the coast of Libya is here seen in action, while the smoke from its last shot drifts away. The decks are cleared for action and not a man is visible, but the gun crews are keeping up the hail of shells with automatic regularity.



The Italian airman above is manning one of the machine-guns of a bomber that attacked British ships in the Mediterranean. Machine-gunning and bombing brought no success, and the photograph, right, shows why. British seamanship was too good, and skilful handling made it possible to dodge the bombs, which are seen dropping harmlessly into the sea.

Photos, Movietone-Gaumont Newsreels and Associated Press

Prestige Was the Chief Casualty in Somaliland

After a fortnight of war the campaign in Somaliland came to an end on August 19 when the British forces were successfully evacuated. As pointed out below, the withdrawal, though it may temporarily have a depressing influence on British prestige in Africa, was thoroughly justified on strategical grounds.

FOR a few days after their occupation of Oadweina and Hargeisa on August 5 the Italians halted their advance while they made preparations for the attack on the main British positions in the mountains which lay between them and Berbera, the port, some fifty miles distant, which was their objective.

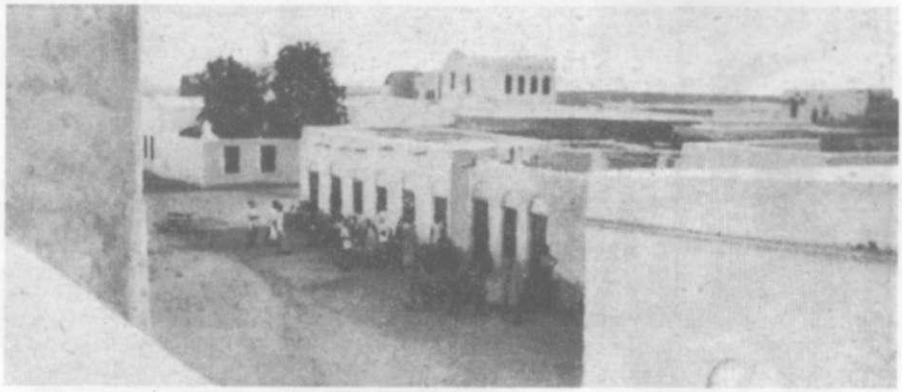
By August 9 the two columns which had occupied Hargeisa and Oadweina had joined hands and an attack by light and medium tanks was delivered against the British forward positions at Kodayira. After some sharp fighting the British forces, under the command of Brigadier A. R. Chater, withdrew to the main defence lines at Tugargan, situated at the foot of the plateau. On Sunday, August 11, the Italians opened their main onslaught, subjecting the troops occupying the Tugargan lines and the reserve positions to the rear to heavy bombing and machine-gunning. Then at noon the Italian infantry, Blackshirts for the most part, assaulted the trenches and the battle continued all day, even far into the hours of dark. Though heavily outnumbered, the defenders maintained their positions, but in one place the line was broken for a short time and two guns were put out of action.

By now the Italians had brought into action the greater part of two divisions—say, nine to ten thousand men—complete with artillery, 25 tanks, and other armoured vehicles, and after four days' hard fighting the little British force of five infantry battalions and the Camel Corps was forced to abandon its positions on Mill Hill and Observation Hill in the Tugargan Pass. Outside Berbera there was a fierce battle at Barkasan, in which the Italians were severely handled by a Scottish battalion, and an attack from Zeila along the coast was also repelled.

The situation of the British forces in Somaliland was now officially admitted to be critical. In the last communiqué issued by the British Near East Command in Cairo on the night of August 18 it was stated that: "In Somaliland yesterday (Saturday) the enemy again renewed their determined attacks with picked Italian troops supported by artillery, tanks and aircraft. The British force continues to fight with the utmost gallantry, inflicting important losses on the enemy and contesting every yard in its withdrawal towards Berbera."

Then on the next day it was announced in London that the campaign in Somaliland was at an end, for the whole of the British force, including the wounded and many loyal natives, had been safely evacuated on August 17 and 18 by ships of the Royal Navy and carried away to Aden. All the guns except the two whose loss is mentioned above were embarked; and of the material, stores, and equipment, a great part had been evacuated and the remainder destroyed.

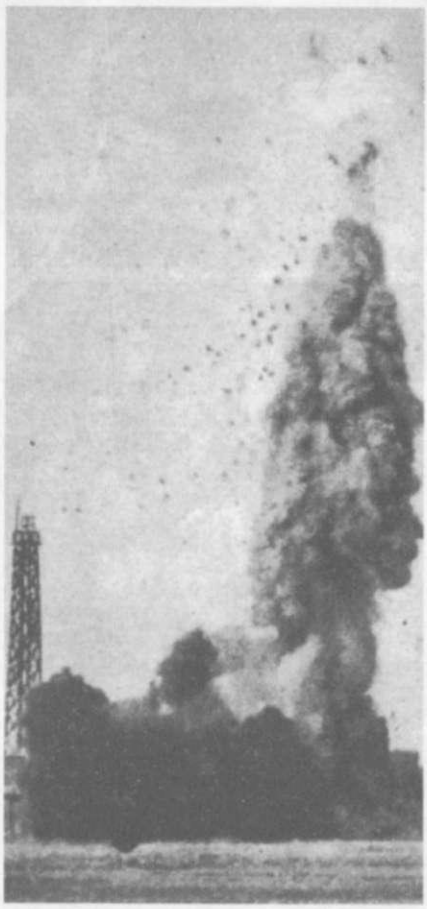
"British, Rhodesian, Indian, African, and Somali troops," stated the War Office communiqué, "working in the closest co-operation with the Royal Navy and the R.A.F., have carried out the role assigned to them with conspicuous skill and bravery against greatly superior strength. Enemy losses, particularly among Blackshirt units, have been heavy, and out of all proportion to our own."



Berbera, from which the British troops in Somaliland were evacuated on August 17 and 18, is the most important port of British Somaliland and the capital of the Protectorate established in 1884. The town now numbers 20,000 inhabitants, and above is one of its chief streets.

Photo, Keystone

Then the statement went on to review the position that had presented itself to the British Command. The original Allied dispositions in Somaliland were based on a scheme of close Franco-British cooperation, under which the French at Jibuti were to hold the right flank, the pivot of the whole position. When France suddenly withdrew from the war, so that more than half of the available Allied force was neutralized, a new and grave situation was at once created.



This great column of smoke rose into the air when Fort Maddalena, the Italian stronghold on the coast of Libya, was bombarded by the British on June 17. Other photographs of this successful operation appear in page 202.

Photo, British Official: Movietone-Gaumont Newsreel

Three alternatives were open. The most obvious would have been to reinforce British Somaliland in sufficient strength to ensure its safety, but this could not be done without employing important reserves and thereby weakening the reserves in other theatres of war more immediately important than Somaliland. The second alternative was the immediate and unresisting evacuation; but this, too, was turned down, as it would have meant giving up British territory without fighting and thereby losing the opportunity of inflicting losses on the enemy in men and material, which would be difficult to replace.

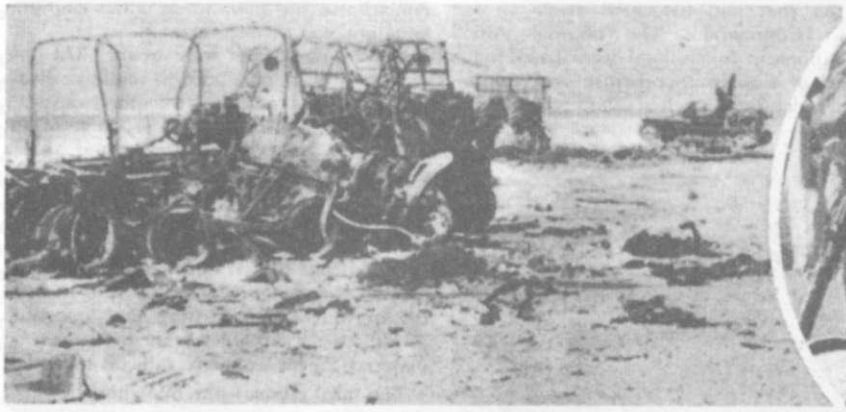
The third course—the one chosen—was to remain with our small force, using it to inflict the maximum losses on the enemy until withdrawal became inevitable.

The news of the withdrawal was received with very mixed feelings. While, on the one hand, it was generally admitted that the Italians had conquered a territory which was economically unprofitable and of small value strategically—for the Italians in Eritrea were just as well, or as little, able to close the Red Sea and blockade Aden, as they are now from Berbera—on the other hand, it must be confessed that British prestige in Africa has received a severe blow. Native tribesmen are unable to appreciate the finer points of strategy, and the one thing that would be plain to them was that the British had been driven out of a territory which they had occupied for some sixty years, and had held against a long succession of native revolts—driven out, moreover, by the Italians whom hitherto it had been the fashion to despise.

But prestige can be paid for too dearly, and if it were a question of choosing between hanging on to Somaliland and adding a much needed reinforcement to the garrison of Egypt, then there could be no hesitation. After all, the ultimate fate of British Somaliland will not be decided by those days of fighting in its own bleak and barren passes, but on other fields of battle much nearer the heart of Britain's empire

They Hoisted the White Flag on Fort Maddalena

These photographs of British raids into Libya are the first showing this campaign to reach London. One of the early successes was the capture of the Italian fort of Maddalena (see map in page 170) on June 14. Left, from the watch-tower of the fort an Italian displays a white flag; while above, British armoured cars are moving forward to take possession of it.



Very considerable damage was inflicted on Italian motorized units during the advance; in centre, left, are the burned-out remains of a car on the desert. One of the first things investigated by the British troops when they took possession of the post was the well, centre right. The water was found to be undrinkable.

A substantial amount of material fell into the hands of the British. Left, Italian light anti-tank guns are being examined by British officers. The surprising discovery was made that most of them had been fired but a few times, which suggests that the gun crews had been taken by surprise.

Photos: British Paramount, Movietone and Gaumont Newsreels

Britain's Bombers Hit Back With A Vengeance

As if to prove that Britain has energy enough and to spare even at the height of the Nazi air onslaught on her shores, bombers of the R.A.F. delivered smashing attacks on military objectives in Germany and also in Italy. Thrice in one week Italy's most vital aircraft works at Milan and Turin were attacked, and in the same week great industrial plants in Germany were subjected to tremendous bombardment.

MILAN and Turin were first attacked by British aircraft when the war was but a few hours old. That attack took the Italian defences by surprise and much damage was done, but that damage was as nothing compared with that wreaked on the night of August 13. As the raiders made for home across the Alps in the early hours of the following morning they left behind them smashed factories, many of them on fire, and even when high above the mountains the dull glare from the blazing Caproni works could still be seen reflected in the southern sky.

Flying some 1,600 miles from their bases in England, the raiders had to climb up to three miles high to surmount the snow-capped peaks. "From south-eastern France," said one of the pilots on his return, "we could, from our great height, see Switzerland in the distance like a fairyland of bright neutrality in a pool of ink." But they had little time to admire the glorious spectacle of the Jungfrau and Mont Blanc, whose snowy flanks glittered superbly in the moonlight. Shortly before midnight they appeared above Italy's industrial north, and soon their bombs were raining down on the Fiat aviation works at Turin. Here several direct hits were scored, and through the holes in the roof incendiary bombs were dropped, which at once engendered a fierce blaze, followed by several explosions. The pilots who took up the attack at 1 o'clock had no need to be told that they were over their targets. From 10,000 feet they dropped fresh salvos of high explosive and more incendiary bombs, which spread still further the blazing area.

Railway sidings some distance to the west of the aircraft works were also hit, and a road and railway junction to the south of Turin was attacked. Simultaneously, the Caproni works at Milan, which turn out Italy's bombing aircraft, were badly damaged. All the British raiders reported seeing bursts on the target. One salvo of incendiary bombs fell in a line down the length of the buildings, and as heavy bombs followed them there came a series of large explosions. A stick of high explosive was dropped across the hangars on the adjoining aerodrome, and others played havoc with the seaplane station at the south end of a large reservoir. By 1 o'clock several fires were raging in the target area, but many more direct hits were scored before the raiders made for home. The Italian defences were apparently taken completely by surprise, and the anti-aircraft fire was scanty and ineffective. As dawn was breaking all the aircraft engaged on the flight flew back across the Alps and the slowly awakening French countryside and arrived back safely, with the exception of one machine which came down in the sea near our coast. But even here the crew were picked up and landed in safety. All the crews were, as one observer put it, "begrimed but hale, hearty and full of good cheer. They all had had a good go at the targets, and know that their bombs found their mark."

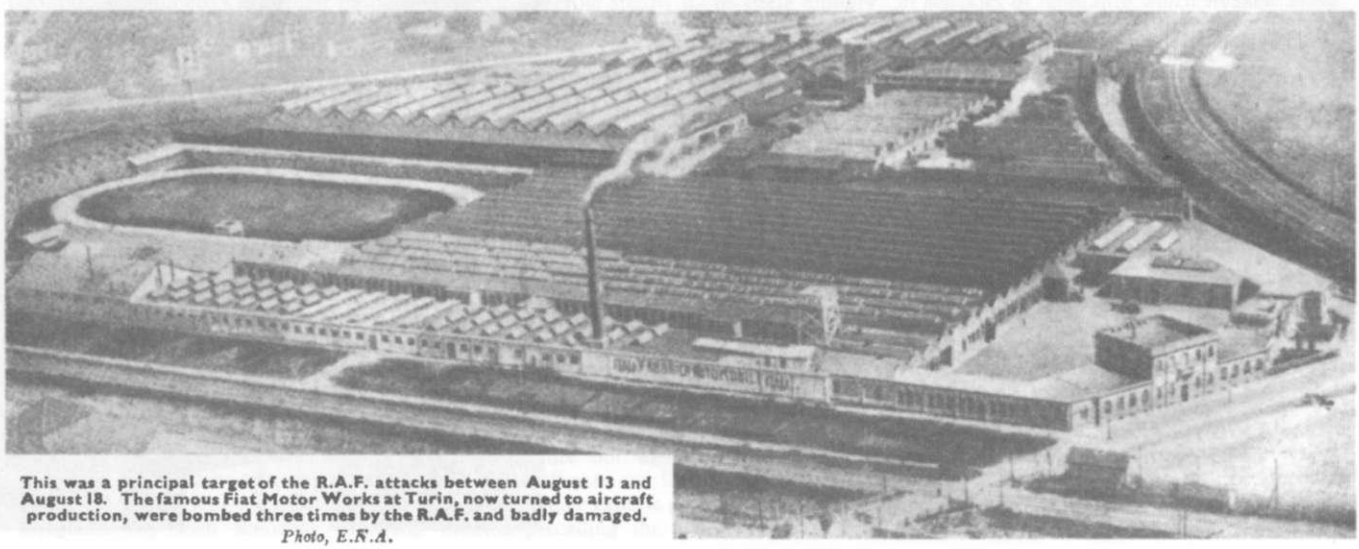
Havoc in the Junkers Factory

On the same night the vast Junkers factory at Dessau, one of Germany's main centres of aircraft production, was bombed time and again by 'planes of the R.A.F. Bomber Command. The raiders attacked in relays for over an hour, and although high clouds obscured the moon parachute flares effectively illuminated the target. The crew of one aircraft reported that one of their bombs had hit and destroyed the main power house. Other bombs had severely damaged the airframe assembly sheds and a large sheet-metal shop. In the course of another attack, delivered from only 1,000 feet up, one of the experimental shops was directly hit and blew up. Coincidently with this attack, other British raiders were bombing a subsidiary Junkers factory at Bernburg where the airframes for Junkers dive-bombers and troop transports are produced. Munition factories at Lünen, north-west of Dortmund, and in the neighbourhood of Düsseldorf were also attacked, and in every case fires were started by incendiary bombs. Among other targets found in Western Germany were a blast furnace near Cologne, and a large oil refinery at Hanover.

On August 15 the R.A.F. struck at the industrial region of the Ruhr; amongst their victims was the great Krupps' armament factory at Essen. The same night R.A.F. bombers again crossed the Alps to attack the Caproni factory in Milan and the Fiat works at Turin, and blast furnaces at Genoa also received their attention. One of the crew remarked: "the blast furnace was much more blasted when we left."

The next night the great I.G. synthetic oil plant at Leuna, north-east of Leipzig—the works where in normal times 400,000 tons of oil are produced each year—was attacked in force by R.A.F. bombers for the first time. An intense barrage from heavy and light anti-aircraft guns, pom-poms and machine-guns, all working in close co-operation with batteries of searchlights, met the attackers, but failed to prevent them from making a series of devastating assaults. Oil storage tanks were left ablaze. One of the high smoke-stacks of the factory collapsed and the hundreds of bombs dropped left a chain of fires from which columns of dense smoke poured. Other new targets attacked on that night were the benzine oil plant at Bohlen, the Carl Zeiss plant at Jena, and a Messerschmitt factory at Augsburg. In every case they came in for severe punishment. On the 19th the famous yards at Hamm were bombed for the 52nd time.

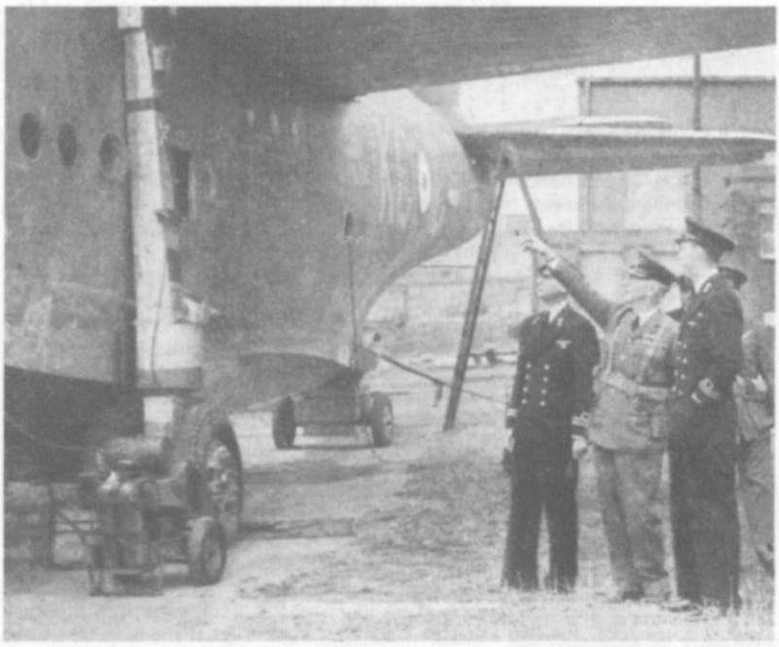
The raiders were back again in force over Italy on the night of Sunday, August 18, when for the third time in a week the workers in the Caproni and Fiat concerns scurried to shelter as 'planes were reported overhead. Yet the next morning, no doubt, they and the German workers at the great aluminium works at Rheinfelden on the German-Swiss frontier—which in the course of the same night was struck by salvo after salvo of heavy bombs so that the fires from its blazing sheds could be seen 20 miles away—read that Britain was staggering under the hammer blows of Goering's air force, and was certainly in no position to hit back!



This was a principal target of the R.A.F. attacks between August 13 and August 18. The famous Fiat Motor Works at Turin, now turned to aircraft production, were bombed three times by the R.A.F. and badly damaged.

Photo, E.N.A.

Dutch and Norwegians Are Still With Us



Prince Bernhard visited on August 14 the men of the Dutch Air Force now in Britain. Right, with Dutch and British officers, he is inspecting a flying-boat. Above, the Dutch pilot and crew of a seaplane are examining its gun.

Photos, P.N.A. and "Daily Mirror"

During a visit to the north-east coast in August, the Duke of Kent inspected coastal defences and naval establishments. At one post a Dutch minelayer now co-operating in the work of the British Navy was lying, and His Royal Highness is seen left, making an inspection of the ship.

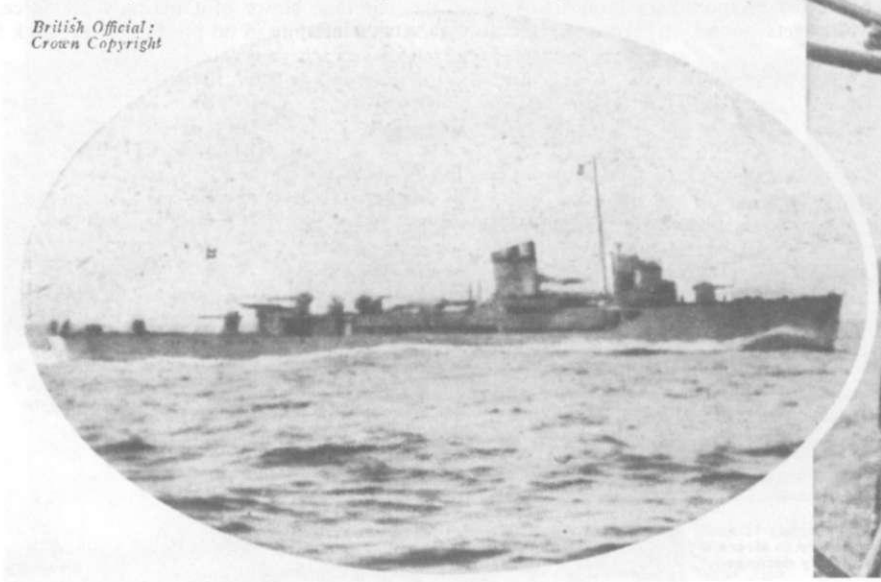
Photo, British Official: Crown Copyright

The officers whose countries have been overrun by the Nazis, but who have come to Britain to continue the fight, are kept in close touch with the latest equipment and methods of the British Army. On August 10 a party of Army leaders and officers visited the headquarters of a British division. Among them were Poles, Czechs, Norwegians, Dutch and Belgians. Below, General Fleischer, Norwegian Commander-in-Chief, is handling a Bren gun.

Photo, G.P.U.

The "Sleipner" (below), a Norwegian patrol ship, received a letter of commendation from the British Admiralty for her help during the British landings in Norway. She shot down six enemy aircraft and damaged six more.

British Official: Crown Copyright



TWELVE MONTHS AFTER

Some Second Thoughts on Failure and Success in the War

By the Editor

"I TOLD you so!" There are no more hateful words of tongue or pen. None more futile. None so apt to be uttered by those who would pass for knowledgeable folk. So easy to be wise after the event, perhaps having made a good guess before it.

Not in that frame of mind is this article written. The intention is to assess certain fairly obvious errors that have led to the present stage of the War, as a help to understanding the strange, eventful history of its first year, now so near to completion.

All wars are won by reason of mistakes as much as by reason of careful calculation. In the War of 1914-18, mistakes on both sides counted for not less than the brilliance of strategy, the bravery of men, the luck of weather. The initial mistake of Von Kluck in his rush for the Channel ports provided the opportunity for the Battle of the Marne, one of the most decisive of the War.

The mistake of the Huns in sending each newly-made Zeppelin to terrorize London, in their eagerly impatient effort to break our spirit by sheer frightfulness, only taught us how to develop a defence which, in time, destroyed every Zeppelin that could be sent, even when they could muster as many as thirteen for one raid. Had the first use of that arm been withheld until at least a score of these Leviathans could have showered their bombs upon an unready London the history of the Zeppelin would have been very different—and a more painful memory for Londoners.

How We Wasted Our Tanks in 1916

THE British were not less ill-advised in prematurely launching the greatest mechanical device of the War: the tank. This British invention has proved in German hands the chief weapon of the mechanized Nazi armies that have swept over half of Europe in 1940. Forty-seven of them went into action at the Battle of the Somme on September 15, 1916. Another six months of preparation and ten times that number, better able to withstand armour-piercing bullets and handled by carefully trained crews, would have given an entirely new turn to the War in 1917.

A catalogue of mistakes that were made by both sides—fortunately in greater measure by the Germans—in those fateful four years would be as surprising in length as pointless in purpose at this moment when war conditions differ more from those of 1914 than these differed from the Crimean War. Let us consider only one or two aspects of the present conflict where the avoidance of certain mistakes, political and military, would have brought us earlier within sight of that final victory in which we have greater reason today to believe than at any time since September 3, 1939.

"I have made only one mistake about the War," said a friend to me the other day; "I said it would never happen." A week before Hitler screeched to the world that he was going into Poland "to stop this lunacy," a well-known writer on international affairs assured me: "It'll only be another Munich." Myself, I had for months asserted my belief in the coming of the War—yet took no steps to safeguard my own financial position, which may be regarded as evidence that I only half believed in what I maintained as a probability. The sub-conscious effect, perhaps, of that hope which springs eternal in the human breast! Today I sadly wish I had had the courage of my convictions. Yet that side of it is a minuscular matter, mentioned merely to indicate how hard it is to make a personal decision even when your examination of a complex problem appeals to you as correct.

Cardinal Mistake of September 1939

So far as the general public is concerned it may be said with reason that even in the week preceding the fateful September 3, 1939, the great mass of peace-loving people in the Western democracies clung desperately to the hope of Peace, and when the Beast of Berlin screamed his final challenge to Civilization his demoniacal voice was heard by ears that only half-reacted on minds incredulous.

With the dread outbreak of War the cardinal mistake was made. So far as can be judged the British Government and the people of the British Empire were entirely confident that in the political and military leaders of the French Republic they had strong and faithful allies. To an eminent French publicist I said a week or two before the fateful day: "My one fear is the rotten state of your political parties, your ever-changing governments of Left, Centre, and Right." To which he replied by drawing on the white cloth of our dining-table an ingenious and amusing diagram of French political parties (everyone of them admittedly corrupt) and saying: "But in the moment of national danger all coalesce as one."

Events have proved him mistaken, despite his forty-five years of activity in Anglo-French literature and politics. In reality these innumerable dissident parties, each with its own dirty axe to grind, never "got together." It was no united France that stood side by side with a united British Empire to withstand the onslaught of the Nazi-Hun. The France that mobilized was a nation trudging unwillingly to war, with no heart for the impending struggle, lulled into a state of unheroic apathy by its effete military leaders who, having built some two hundred miles of concrete bombproof shelters for its soldiers between Switzerland and Luxembourg, felt they could "sit pretty" and take whatever blows the enemy might direct upon these cosy retreats, which are now being shown to their conquerors by French officers as mighty curiosities of self-deception.

The Maginot Line, on which for years a whole library of books and journalism had been written by authors of every nation, was the great illusion on which France relied. And not France only, but her allies and her friends. History will record that no vainer memorial of human effort exists anywhere on the surface of the globe.

We British (knowing no better) were beguiled by it no less. We might with good reason accuse our own military leaders of failing to discern its futility. But had not British military experts gone to Poland in the months preceding the Nazi avalanche and pronounced the picturesque Polish cavalry and infantry and handful of airmen able to withstand the mechanized might of Germany for two or three months? No braver allies than the Poles proved themselves could have been desired, but...

Mistakes! Had not the same British experts eight months in which to discover the pitiful weakness of the thin defences strung along the Belgian frontier between Luxembourg and the sea? And what did they do to strengthen and deepen them? Ask ye the stalwart Scottish soldiers who now languish in Nazi prison camps.

There were reasons. Yes. The unworthy son of King Albert had long been under Nazi influence. His pronounced personal objection to the extension of the Maginot Line in its full defensive strength, his significant rejection of friendship with the Allies in 1936 and formal declaration of a neutrality his country was unable to maintain, might have prepared both France and Britain for his final act of betrayal. And that, be it known, did not come until he had only too much reason for believing that France was about to crumble, headlong surrender being a desperate effort to save his own land from complete destruction in the impending débâcle.

When Loyalty Was Ill-Advised

WAS the British Government at that terrible moment of time unaware of the vast catastrophe in store for Europe? Why was the finest army that ever left British shores exposed to the dire disaster that overtook it? The only answer must be: Britain's deep and abiding sense of loyalty to her allies; a loyalty that outstepped all considerations of self-interest and even went beyond the bounds of common caution. A loyalty that was truly heroic but not less truly ill-advised, for though the people of Britain had no suspicion of that "something rotten in the state of" France, the Intelligence Department of the British Government must have known more and our military leaders might have risked less.

One of the prime causes of the tremendous débâcle—what a subject for a new Zola is here!—lay in the fact that the French Government held the citizens of the Republic in shackles of ignorance which rivalled those of the Nazi censorship. From September of 1939 until the Hunnish hordes had overrun the coasts of France and were closing even upon Paris, a censorship worthy of Hitler himself held the French people in total ignorance of the true state of affairs and would seem to have kept the stark truth even from our own leaders until it was too late. A people in ignorance of the events that are happening to its fighting forces is a people prepared for the panic and confusion that are ever the rewards of the ignorant. In these dark months France had been betrayed by its squabbling politicians and by its supine army leaders, and with France her allies and her friends throughout the world.

Your mistakes and my mistakes in our view of the changing fortunes of the War can be largely traced to this censorship which muzzled the Press of France and produced a smoke-screen of rumour and doubt behind which the Fifth Column of Defeatism

They Show Maginot Secrets to Their Conquerors

Here is one of the most tragic of all documentary proofs of France's humiliation, for it shows the last phase of the taking of the vaunted Maginot Line. The French Army and the French nation believed blindly in its impregnability, but before ten months of war had passed it was in German hands. Yet, as this photograph suggests, those who manned it were not greatly downcast, for the French officers displaying the underground workings to German officers almost seem to exhibit pleasure in explaining to them the mechanical perfection of the greatest military illusion of all time.

contrived its diabolical work. The sinister figures of Laval, Bonnet, Prouvost and the senile Pétain were all busy behind this smoke-screen, with the appalling results we are witnessing today.

But the French collapse really began long before the outbreak of war. The Popular Front must share with the subversive Fascists the blame for disintegrating the strength of France at a time when a truly united Republic was her one hope of survival. The general slackness of the people, the limp condition of all parties in the State, save only those who wrought underground for the destruction of popular government, could produce nothing but defeat. And no spectacle is more distressing than to witness today Admiral Abrial, who did so brilliantly at Dunkirk, acting as the tool of Nazi conquerors in controlling Algeria for Pétain and the controlled government of Vichy instead of holding the torch of a Free France where it could have burned to splendid purpose.

French North Africa, had there been a spark of genuine fire of freedom in the hearts of France's leaders, might well have rallied to the rehabilitation of the motherland. The craven response of the pro-consuls who held power in Morocco, Algeria and Tunisia—to which we must add those of Syria, Indo-China, Madagascar and Equatorial Africa—and the fleet commanders at Oran and elsewhere, put that great possibility of an early renascence out of sight and laid a grievous burden upon the British naval and military forces in and around the Mediterranean which would never otherwise have had to be envisaged.

The obedience of these French colonial chiefs to the behests of Vichy, which is no more than bending the knee to the Nazis, has increased the difficulties of Britain's task a hundredfold and played into the hands of the despicable Mussolini. France will surely live to lament her betrayal of the Allied cause at the great hour of crisis, and her only hope of surviving and regaining some measure of her former greatness lies in the spirited co-operation of those Free Frenchmen who rally to the leadership of General de Gaulle. The liars who said that Britain would fight to the last Frenchman may now enjoy the spectacle of France fighting to the last Britisher!

The Tragic Mistake of Scapa Flow

WHAT shall one say about the first big mistake on the British side—the failure between the crisis of 1938 and the outbreak of war to make Scapa Flow secure against submarine attack? Something will be said about that one day, though meanwhile those responsible for the neglect which led to the loss of the "Royal Oak," and the utterly useless sacrifice of over 800 of our highly trained naval officers and men, walk about unbranded. Some day—not today. But this earliest mistake of those entrusted with the Defence of the Realm must not be forgotten in any assessment of error. What, too, about the mistake in our failure to pile up supplies? Those critical months that were wasted by a department whose chief (his name is never mentioned now) took such obvious pleasure in stating how much he was spending—with how little to show for it!

Meanwhile some of these mistakes can be written off against the all-important vindication of the R.A.F. in the Battle of Britain. It is clear "beyond a peradventure," as President Wilson phrased it, that not only man for man, but machine for machine, the R.A.F. is master of the German Luftwaffe, and the lag of British production which gave a quantitative ascendancy to the Hun has given a qualitative ascendancy to the British.

All motorists know how quickly "last year's models" diminish in value. The same quick decline applies to warplanes, and the fact that the British machines are mainly "this year's models," by very reason of the need to recover that lag, is one of the secrets of our superiority in the air.

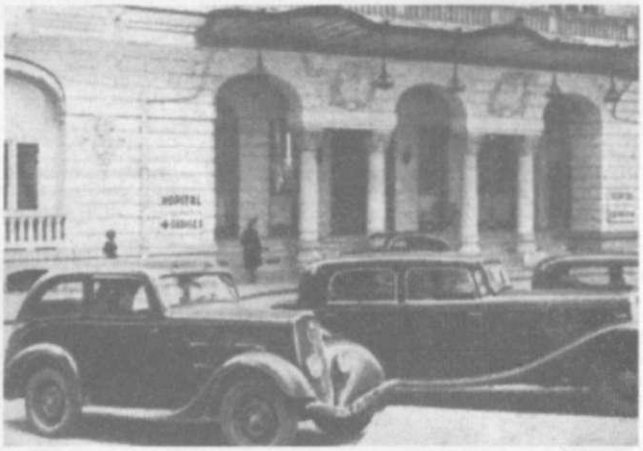
One only, for the men are more than the machines, and the magnificent youth of Britain and the Empire that flies our machines has proved itself worthy of immortal fame. All knighthood pales to insignificance before their achievement.

The supreme mistake will ever remain our simple faith in French integrity and the defensive value of the Maginot Line. It is pitiful to consider the deluded millions throughout the world who witnessed the film propaganda of that vast work which gave weakness an illusion of strength and fear the quality of force. Sergeant Maginot's name was to live as the Saviour of France. It will live more likely to signify the snare that caught his country for the invading Hun, and forced Britain to stand alone as the last bulwark of Democracy, the ultimate defender of Civilization, in which most splendid effort in the history of mankind she will surely prevail.

Not All Vichy's Waters Can Wash Out Their Guilt

Every precaution was taken at Vichy on July 9 to counter any public demonstration against the voting away of France's democratic constitution. These French mobile guards are patrolling the streets of France's temporary capital with a view to overawing the discontented.

NATIONAL ASSEMBLY was the name given to the body responsible for the opening stages of the French Revolution, but in more recent years it has been applied to joint sittings of the Chamber of Deputies and the Senate. On July 9 the National Assembly met at Vichy, having been called together to give Marshal Pétain's Government full powers to draft a new constitution. Out of 649 representatives of the people " who were present, only 80 dared to vote against surrendering all that France had gained in the long fight for freedom. Nearly 300 Senators and Deputies were absent.



After the collapse of France, when Vichy became the capital, the hotels which had been hospitals were quickly turned into Government offices. Here is one of them, with official cars parked outside.

The National Assembly met on July 9 in the theatre of the Casino de Vichy, not altogether an inappropriate setting for the meeting of a body quite unrepresentative of the people in whose name they professed to act. Above, this strange assembly is seen in session under the presidency of M. Jeanneney, while the Speaker's desk is occupied by M. Laval. Left centre, M. Laval, to whom France's betrayal was largely due, is seen arriving at the Assembly. *Photos, Wide World*

Occupied or Unoccupied, All France is Miserable

This picture of life in the two zones of France in defeat is depressing enough, but no words could do justice to an appallingly depressing theme. So great is the disaster that has overcome them that the mass of the French people are still too stunned to grasp it in all the fullness of its enormity.

THERE are two executioners in France today—two, because there are two Frances, one in the occupation of the Nazis and the other the France of Pétain and his fellow old men of Vichy. But the people who live on either side of the "Chinese wall" which the Germans have erected across France are equally miserable. Of the past they do not care to think, of the future they do not dare to think; their concern is only with the present, and grim enough that present is.

In the occupied zone the Germans are everywhere. Particularly in Paris are they seen goose-stepping through the streets, gazing in the shop windows, doing the "sights," sipping their drinks on the café terraces. Their bands play martial music in the parks, the swastika flies from the roofs of the leading hotels and principal buildings; the shops are thronged by officers and men in field grey, buying silk stockings and dainty lingerie and other feminine knick-knacks to be sent to their wives and sweethearts in the Reich. Thanks to the money-changing racket worked by the Nazi authorities, the things in the shops are cheap to the Germans although shockingly dear when they have to be bought with hard-earned French francs; so all the little shops which deal in works of art, jewelry, and the vast variety of luxury goods made in the Paris factories are being rapidly cleared of their stocks.

Still after many weeks of German occupation there are no taxis in the Paris streets, and no buses; only the underground is operating; thousands of Parisians of both sexes are now depending on the bicycle as never before. There is a curfew at nine o'clock, and on its sounding the city which for generations has enjoyed a world-wide reputation as the "City of Light and Laughter" is sunk in nocturnal silence. The penalty for being out without a pass issued by the German authorities is a night in jail. Many hundreds of thousands of the Parisians are still scattered through the length and breadth of France, and those who have remained in the city go about their day's work in a state of sullen resignation. They have little to complain of concerning the conduct of the conquerors, who, indeed, exert themselves to win the good graces of the conquered.

One of the most frequently seen of the propaganda posters pasted up by the Nazis in town and village is one showing a fatherly-looking German soldier carrying a French baby in his arms with the slogan underneath, "The Nazis are the children's friends." Some 5,000,000 French people are now being fed, clothed, and sheltered by the invaders. "Yes, they are kind," one French girl is reported to have said, "but it is difficult to be grateful."

Between the occupied and the unoccupied zones there is little communication, with the result that the economic condition of the country is becoming more deplorable every day. Pétain's France, i.e., the unoccupied zone, comprises less than a third of France's total area and produces only one-eighth of the country's agricultural produce and one-tenth of its revenue; yet it is now being called on to feed more than half the country's normal population. Within its bounds are 10,000,000 refugees and over 1,000,000 demobilized French soldiers, while the government at Vichy is also responsible for the maintenance of the million and more French prisoners taken by the Germans. In Brittany and Normandy the enormous quantities of foodstuffs which in normal times would have been exported to Britain are now piled up and perishing; but in the Pétain zone a famine is almost within measurable distance, for southern France produces very little wheat and few livestock with the exception of pigs and poultry, although it has a superabundance of grapes, fruit and vegetables. North France and South France are mutually dependent, but the Nazis, content with having seized the rich northern half of the country, are little concerned with the conditions which prevail in that part they have left to Pétain.

What they *are* concerned with is the fostering of any latent germ of hostility between the unoccupied and occupied zones. They have nothing but contempt for the Vichy government, although it suits them, for the moment, to connive at its existence, and to the Parisian proletariat Hitler's propagandists address themselves with glowing accounts of the "Socialist" organizations established in the Nazi Reich. Then in talks and newspapers addressed to every class of Frenchman, the Nazis do their utmost to stimulate that anti-British feeling which, despite the comradeship of the last war, cemented on so many a blood-soaked field, lies not very deep in the French national conscience.

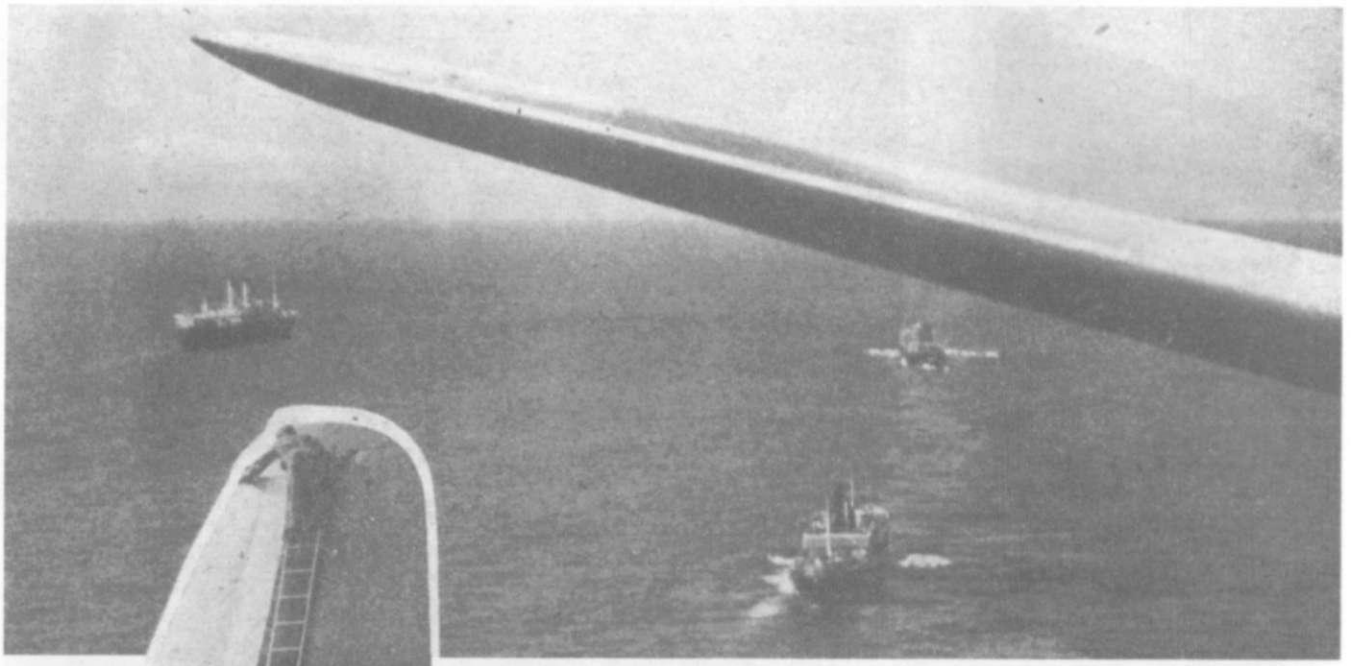
Neither in Paris nor in Vichy are there any signs of French national resurgence; for that we must look to London and de Gaulle. Pétain and the men of Vichy, indeed, seem to be wallowing in a bath of humility which other people would call humiliation; those of them who are religious seem to believe that a new and purified France will be born out of the present sacrifices. For their part they are endeavouring to create a France which will be as muffled in its life as in its politics and ideas.

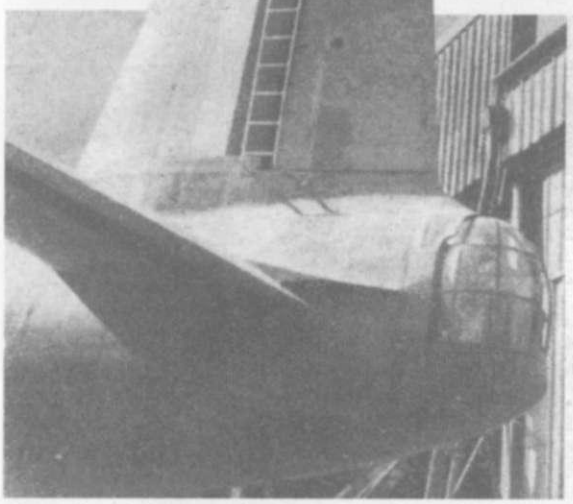
It may seem a small point that Pétain's government has forbidden sunbathing and the wearing of two-piece bathing costumes at the seaside resorts of the Riviera and the Atlantic coasts; but this reversion to the prudery of yesterday is significant of the whole outlook of the men whom defeat has called to the helm of France

In a region of occupied France men of the Gestapo are removing the French direction sign in a shell-wrecked town and substituting a German one. Left, two women are wheeling a hand-cart across a Paris street, usually crowded with traffic, but now, owing to the petrol shortage, almost deserted.

Photos, Planet News and Keystone

Australia's 'Porcupines' Have Plenty of Prickles!

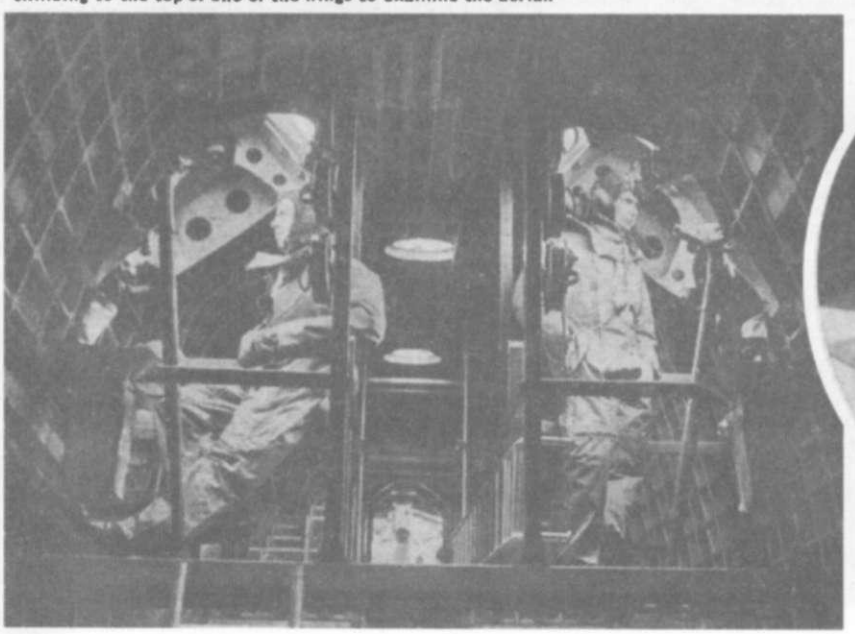




Some idea of the great size of the Short-Sunderland flying-boats can be gathered from this photograph of a mechanic climbing to the top of one of the wings to examine the aerial.

The photographs in this page show routine incidents with the Short-Sunderland flying-boats manned by the Royal Australian Air Force. Above is a wing of one of the 'planes forming part of a convoy escort that has come down low to inspect three of the ships.

THE Royal Australian Flying-Boat Squadron has been operating with the Coastal Command since April, 1940. Besides its ordinary routine work, some of the flying-boats have performed the duties of air-liners, having carried important personages to and from different parts of Europe during the crisis in mid-June caused by the surrender of France. One of the Short-Sunderlands —they are called "Flying Porcupines" by the Germans—which are the machines used by the squadron, took Mr. A. V. Alexander to Bordeaux when, as stated by Mr. Churchill in the House of Commons on June 16, he went to confer with the French Government about the future of the French Fleet. Another was on its way home from Malta when it was instructed to call at Gibraltar and pick up and bring home Vice-Admiral Muselier, who is now in command of the Free French Navy and Air Force in Great Britain. Another Sunderland of the squadron carried Lord Lloyd, the Colonial Secretary, to France, to discuss the position of the French colonies; while a 'plane of the squadron carried Lord Gort and Mr. Duff Cooper to Rabat on their fruitless effort to clear up the Moroccan situation. Finally, one of its 'planes carried the Emperor Haile Selassie to Egypt. The Short-Sunderland flying-boats are the largest flying-boats used by the R.A.F. and carry a crew of seven. They are armed with seven machine-guns. During four months of its operations the squadron had a record of 2,500 flying hours, and many of the pilots have recently averaged 900 miles flying a day.

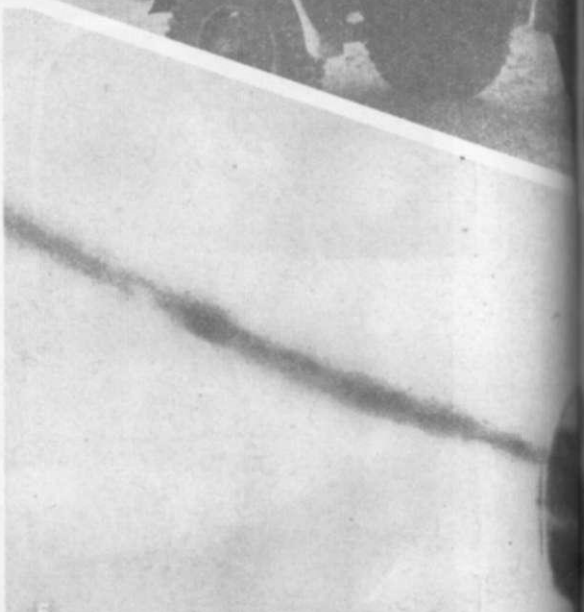


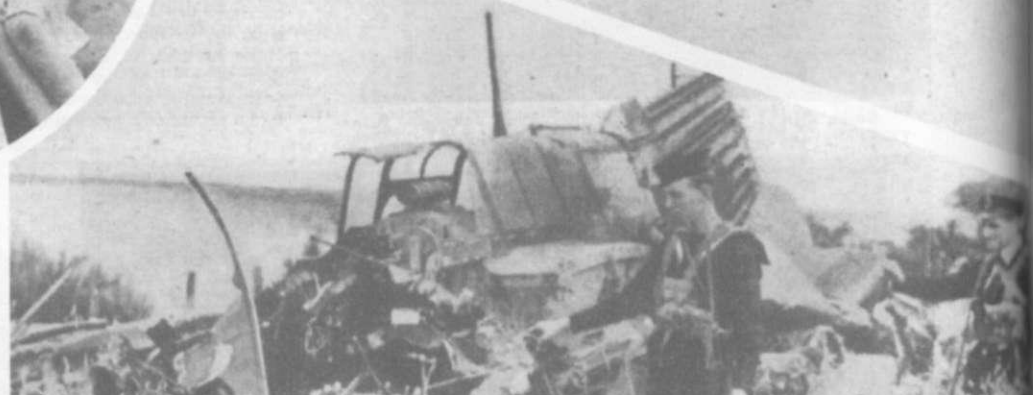
Left, two side gunners of a Short-Sunderland are keeping a watch for enemy 'planes. Above, the navigator is at work plotting the course.

Photos, British Official: Crown Copyright

'I Asked for an Air Force & Marshal Goering Has Given Me the Finest in th

IN a grandiloquent passage Hitler has declared that he told Goering to give him the finest air force in the world, and he gave it him. Certainly of late months the German air force, built up with such surreptitious efficiency through the years of Germany's rearmament before the war, has achieved some striking triumphs. With utter ruthlessness the air terror has been loosed not only on the soldiers but on the civilian populations of Poland and Norway, of Belgium and France. Defences have been razed, towns laid waste, peoples bludgeoned into submission. Now in the Battle of Britain the air army which has devastated the Continent is turned against these islands; and now for the first time the Luftwaffe is meeting its match.





Britain's Defenders Beat Back the Nazi Raiders

Carrying out its much-boasted programme, the Nazi air force went a stage further with the assault on Britain. After the coastal shipping it was the turn of ports, naval bases and aerodromes to be attacked. Then the raiders ventured further, and came against the full strength of our defences. Events no longer went according to plan, and they met with the crushing defeats here told.

It is now clear that it was indeed the Battle of Britain that opened on August 8 with mass air attacks on Britain's shipping. Raids on harbours, naval bases and dockyards and on aerodromes near the coast followed, but no vital damage was done anywhere to our protective and defensive organization. Then the Nazi bombers flew farther inland and tried to wreck airfields, destroy power stations, and damage roads and railways. Last, there followed abortive attacks on London itself.

On August 14 it seemed that the tempo had moderated. Only scattered attacks were made, apart from one on Kent about midday, when large formations of bombers and fighter escorts tried to put our aerodromes out of action. A light A.A. battery brought two down; a heavy battery shot down one and damaged another, which was finished off by Lewis gunners.

Over the Channel off Dover and Folkestone other raiders were repulsed by Spitfire squadrons. In less than an hour the skies were again clear of the enemy. Later in the day six Dorniers attacked a lightship. A single Hurricane raced out to sea to the rescue, and got in two bursts on the tail of the last Dornier, sending it down into the sea. Boats which went out to pick up the crew of the lightship, now slowly sinking, were machine-gunned by another German aircraft. Bombs were dropped on Southampton in the afternoon. Thirty-one raiders were brought down this day, against seven British fighters lost.

When this thumb presses the switch a Nazi bomber may soon crash. It controls the fire of all the eight guns of a Spitfire fighter, and when they go into action a spray of 9,600 bullets a minute meets the enemy

Photo, Associated Press

On Thursday, August 15, the Luftwaffe (the 'Air Arm') brought more than a thousand bombers and fighters against England, and lost the remarkable **total of 180 aircraft.** Our own losses were 34 fighters. Along a front of 500 miles, from Plymouth to the Tyne, the battles raged. Twenty-two raiders were destroyed by anti-aircraft fire. The 4·5 A.A. guns brought down Junkers and Dorniers almost invisible at great heights; the quick-firing Bofors guns caught dive-bombers on their downward swoop and made them end it in flames; Lewis guns of the searchlight posts claimed others.

During the Eastbourne raid several men took refuge under a Corporation lorry, but the protection was insufficient and they were killed; the lorry, as can be seen, was not completely destroyed.

Photos, Wide World and "News Chronicle"

Coming in over the S.E. coast in waves of 54 bombers, the Nazis unsuccessfully attacked R.A.F. aerodromes. Thirty raiders flew in very high over one South-coast town. But our fighters were ready, and six Dornier bombers were shot down into the sea. In an afternoon attack a church received a direct hit. Later that day eighty bombers raided a coastal town in the same area; all the bombs fell near the sea front, demolishing several houses and wrecking a hall and a chapel. One raider machine-gunned men working on a hillside and wounded seven.

Crossing the N.E. coast on Thursday afternoon, in the biggest raid on that area so far, bombers attacked a residential district of Sunderland and also the Tyneside, doing little material damage. Two children were killed while playing in a field; three raiders were brought down.

Thursday evening saw still more intensive efforts by the Nazis, who came in over the S.E. and S.W. coasts in waves. Except in isolated instances, they failed. Thirty of our fighters repulsed 200 of the enemy, destroying at least twenty. Our barrage balloons were the object of especial attack, but any shot down were speedily replaced.

Between twenty and thirty dive-bombers attacked Croydon in the late afternoon. Beginning their dive when three miles away, they swooped down to a few hundred feet and loosed their missiles. No serious damage was done to the airport, but nearby buildings were wrecked and a number of people were killed and injured. In the battle with our fighters that followed, **not one of the enemy escaped.**

A Heinkel bomber was shot down when Nazi bombers flew over Eastbourne on August 16. One Nazi airman's parachute failed to open, and above, his body is being lowered from the roof of a school on which it fell.

King Congratulates Fighter Squadrons

The Secretary of State for Air received on August 16 the following message from His Majesty the King:

Please convey my warmest congratulations to the Fighter Squadrons who, in recent days, have been so heavily engaged in the defence of our country.

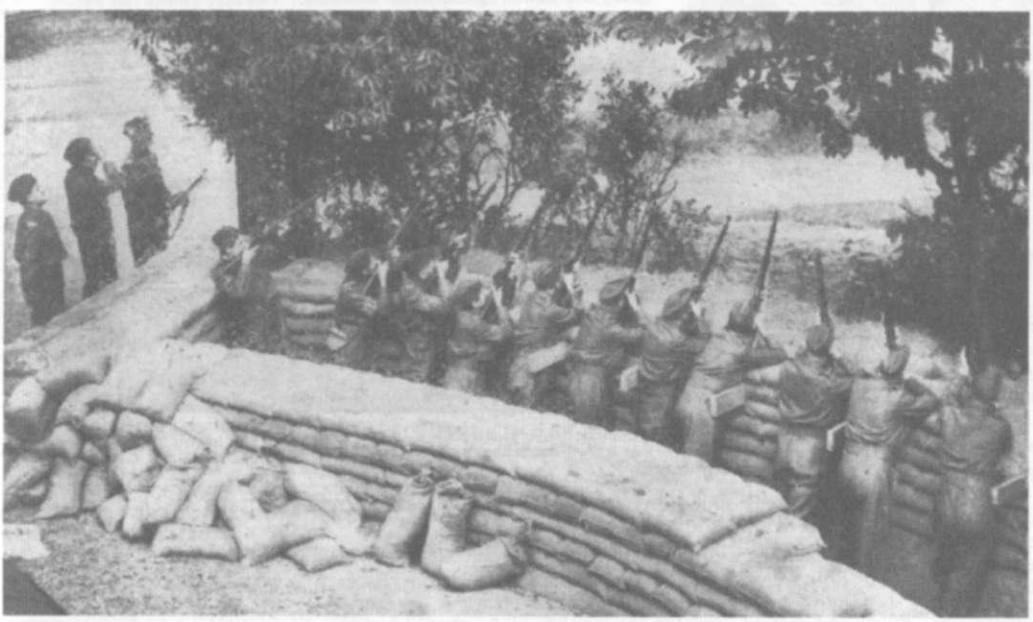
I, like all their compatriots, have read with ever-increasing admiration the story of their daily victories. I wish them continued success and the best of luck.

GEORGE, R.I.

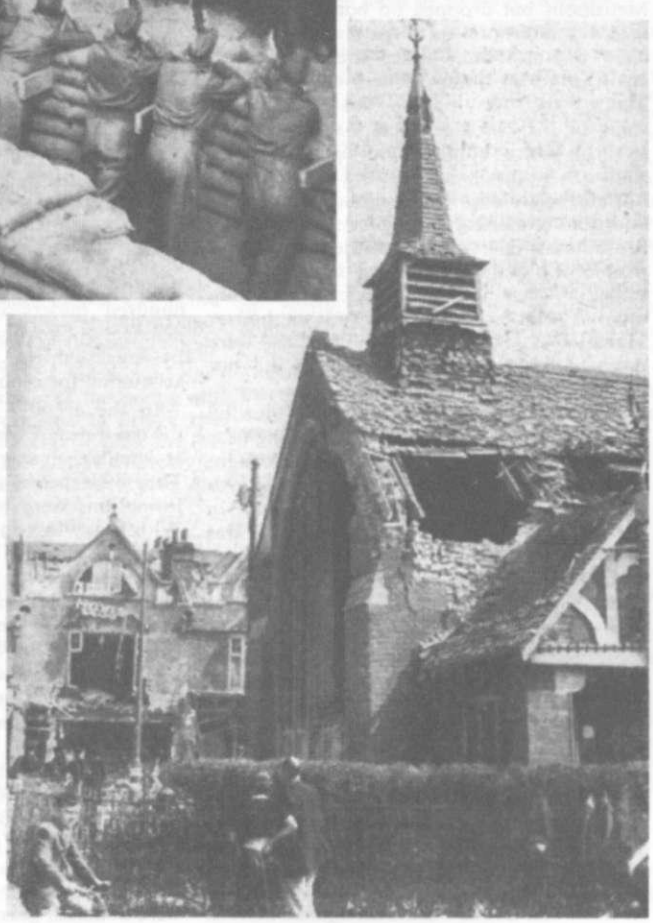
When the Air Battle First Raged Round London

After the raid on a London suburb on August 16, everyone carried on. Here, in a damaged shoe shop, the proprietress next day sold shoes as usual.

Women took an active part in rescue work and in tending the injured. Above, nuns are going about their work of mercy in a station in a south-western suburb of London which had been damaged by a bomb.



The men of the Home Guard, left, shot down a German bomber with 180 rounds of rifle fire during the raid on Southern England on August 18, while they were being machine-gunned. They were photographed at their post on the following day.



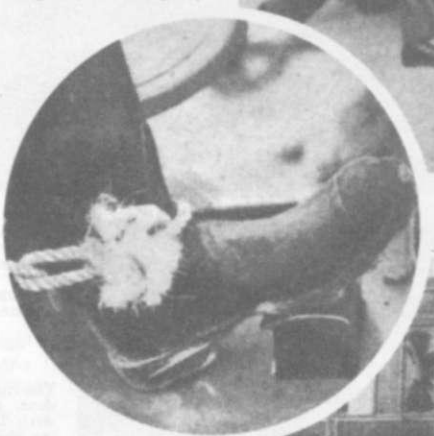
The driver of this milk van caught in Fleet Street during an air-raid warning has done the right thing—tethered his horse to the back of the van and taken refuge in a shelter. Right is a church in a south-western suburb of London that suffered damage during the raid of August 16.

Photos, G.P.U., Keystone, Fox, Topical and Planet News

Gunners on the Ground Share the Glory

Another of Thursday's raiders met its doom from a new device to frustrate enemy aircraft. The announcement was made in the following form: "A German bomber was caught by one of the aeroplane traps erected by the Ministry of Transport for the military authorities and was completely wrecked, all the occupants being killed." These traps are said to be overhead constructions made of wire and designed to protect important points on the highways.

The German High Command, following its policy of mendacity in these matters, admitted the loss of only 32 aircraft in Thursday's battles; to this our Air Ministry's rejoinder was that, although most of the fighting took place over the sea—a striking commentary on the success of our defence—the wreckage of 49 enemy aircraft was strewn over the English countryside!



With well-drilled speed this anti-aircraft battery in England's north-east is going into action against Nazi bombers. The foot on the left belongs to a gunner; by depressing the pedal he can fire 120 shells a minute. Because of the noise "Cease fire" is signalled by a tug on the rope about his ankle.

Hitler's first attempt on London took place on Friday, August 16, when the sirens sounded soon after midday and again at a little after 5 p.m. A large force of bombers and fighters approached the S.E. coast at midday. Those that turned inland were frustrated by our fighters. Others, entering the Thames Estuary, dropped bombs on either side. Despite the intense barrage some raiders passed round the S.E. side of the Metropolis but dropped no bombs.

In the afternoon an airfield on the South coast was attacked. Later the enemy tried again to get past the defences of the capital. Making their way up the Thames Estuary, some of the Nazis reached a south-western suburb, where bombs were dropped on a station. A school was bombed and gunned, but all the children but one had gone home, and the remaining youngster was unhurt. A train had just come in at the station, and people who had alighted were mostly on the stairway when a bomb struck the booking office. Another bomb wrecked six houses in one block. Delay-action bombs also were dropped by the raiders, and some did not explode until Sunday night.

R.A.F. aerodromes were singled out by the Nazis in this day's raids. Patrolling near one airfield, a squadron of Spitfires caught eleven dive-bombers swooping down to attack. All the enemy were destroyed. In the evening the German onslaught was renewed at a number of points. Though attacks were made over a wide area, little damage was done. In all, **75 Nazi aircraft were destroyed**; we lost 22 fighters.

On Saturday the enemy displayed little activity. One Nazi bomber was destroyed by the R.A.F.

The lure of London brought about on Sunday, August 18, an even heavier defeat of the Nazi aerial legions. Six hundred German raiders crossed the S. and S.E. coasts about 1 p.m. and made mainly for aerodromes and harbours. Formations of about eighty bombers flew line abreast in sections of three, making a huge rectangle. Circling in front and above went their fighter escorts. Entire enemy squadrons were wiped out by our Hurricanes and Spitfires.

Bombs were dropped on the outer fringe of South London, and for the first time the London A.A. guns were in action. Nearly a hundred raiders tried to get through the defences of Croydon. Fifteen were shot down by our fighters, while the A.A. gunners accounted for a number more.

In the evening large formations crossed the coast near Dover and the North Foreland and made their way along the Thames Estuary. They were met by a terrific barrage, and their formations were broken up by our fighters. With heavy loss the raiders were driven back over the Channel and the North Sea. So ended the second attempt to raid London; out of six hundred aircraft engaged in the operations **152 were destroyed**—21 by A.A. gunners and 2 by Lewis gun crews. Twenty-two British fighters were lost.

Tuesday, August 20, was a day of scattered activity over a wide area by small numbers of raiders. Incidents at South-Western towns included the machine-gunning of bathers on a beach, and of Home Guards on duty at the top of a cliff. Bombs demolished houses. During the night steelworks in the Black Country had been the object of attack, and other places in the Midlands and North-East were bombed. Seven raiders were shot down.

Several trains have been attacked by Nazi raiders in the course of their August operations. Here is one of them which, when it had been brought to a standstill because the bombers were overhead, was struck by bomb splinters. *Photos, G.P.U. and Associated Press.*

GERMAN & BRITISH AIRCRAFT LOSSES

German to April 30, 1940

Total announced West Front, North Sea, Britain, Scandinavia	195
Unofficial estimate of additional 'planes damaged in Norway	200

	German	British
May	1,990	258
June	276	177
July	245	115
Aug. 1-20	731	212
Grand Totals, May to Aug. ...	3,242	762

Daily Results, August 1-20

	German Losses	British Losses	British Pilots Saved
Bt.fwd.	280	109	16
Aug. 1-7	10	15	—
8	62	18	3
9	1	1	0
10	1	4	0
11	65	29	2
12	62	17	1
13	78	25	10
	283	109	16

	German Losses	British Losses	British Pilots Saved
Aug. 14	31	11	2
15	180	37	17
16	75	25	14
17	1	0	—
18	152	22	12
19	5	6	2
20	7	2	1
	731	212	64

Notes.—Figures for **May** cover Dunkirk operations and include aircraft destroyed by French. Probable number brought down by British during that month is 1,500 out of the total 1,990.

The main attack on Britain began on Aug. 8—up to the 20th there were 8 mass attacks.

None of the figures include aircraft bombed on the ground or so damaged as to be unlikely to reach home.

On Aug. 20 the Air Minister stated that Germany had lost **701 aircraft** since Aug. 8, in attacks on Britain, with more than **1,500 personnel**. Our own losses were **192 aircraft** and **90 personnel**. Our A.A. guns had shot down 57 German raiders in the period.

WE STAND ERECT ON THE ROAD TO VICTORY

Mr. Churchill's most inspiring survey of our position after a year of war, given to Parliament on August 20, impressed the whole non-Axis world. Here, selected from the speech, are a series of passages, notable for their splendid phrasing and for their clear presentation of Britain's invincible will to victory.

ALTHOUGH this war is in fact only a continuation of the last, very great differences in its character are apparent. In the last war millions of men fought by hurling enormous masses of steel at one another. In this war nothing of this kind has yet appeared. It is a conflict of strategy, of organization, of technical apparatus, science, mechanics, and moral . . . . There is another far more obvious difference from 1914. The whole of the warring nations are engaged; not only the soldiers, but the entire population, men, women and children. The fronts are everywhere. The trenches are dug in the towns and streets. Every village is fortified. Every road is barred. The front line runs through the factories. The workmen are soldiers, with different weapons but the same courage.

There seems to be every reason to believe that this new kind of war is well suited to the genius and the resources of the British nation and British Empire and that once we get properly equipped and properly started a war of this kind will be more favourable to us than the sombre mass slaughters of the Somme and Passchendaele. If it is a case of the whole nation fighting and suffering together, that ought to suit us too, because **we are the most united of all the nations, because we entered the war with the national will and with our eyes open, because we have been nurtured in freedom and individual responsibility, and are the products not of totalitarian uniformity but of tolerance and variety.**

Hitler is now sprawled over Europe. Our offensive springs are being slowly compressed, and we must resolutely and methodically prepare ourselves for the campaigns of 1941 and 1942. Two or three years are not a long time even in our short precarious lives; they are nothing in the history of a nation, and when we are doing the finest thing in the world and have the honour to be the sole champion of freedom of all Europe we must not grudge these years or weary as we toil and struggle through them. . . . **The road to victory may not be so long as we expect, but we have no right to count on this. Be it long or short, rough or smooth, we mean to reach our journey's end.**

'We Stand . . . Masters of Our Fate'

RATHER more than a quarter of a year has passed since the new Government came into power in this country. What a cataract of disaster has poured out upon us since then! The trustful Dutch overwhelmed; their beloved and respected Sovereign driven into exile; the peaceful city of Rotterdam the scene of a massacre as hideous and brutal as anything in the Thirty Years' War. Belgium invaded and beaten down; our own fine Expeditionary Force, which King Leopold called to his rescue, cut off and almost captured, escaping as it seemed only by a miracle and with the loss of all its equipment.

Our ally France out. Italy is against us. All France in the power of the enemy, all its arsenals and vast masses of military material converted or convertible to the enemy's use. A puppet Government set up at Vichy which may at any moment be forced to become our foe. The whole Western seaboard of Europe from the North Cape to the Spanish frontier in German hands. All the ports, all the air fields on this immense front employed against us as potential springboards of invasion.

Moreover, the German air power numerically so far outstripping ours has been brought so close to our island that what we used to dread greatly has come to pass and the hostile bombers not only reach our shores in a few minutes and from many directions, but can be escorted by their fighting aircraft. If we had been confronted at the beginning of May with such a prospect it would have seemed incredible that at the end of a period of horror and disaster, or at this point in a period of horror and disaster, **we should stand erect, sure of ourselves, masters of our fate, and with the conviction of final victory burning unquenchable in our hearts.**

'No One Flinched or Wavered'

Let us see what has happened on the other side of the scales. The British nation and the British Empire, finding themselves alone, stood undismayed against disaster. No one flinched or wavered; nay, some who formerly thought of peace now think only of war. Our people are united and resolved as they have never been before. Death and ruin have become small things compared with the shame of defeat or failure of duty. We cannot tell what lies ahead. It may be that even greater ordeals lie before us. We shall face whatever is coming to us. We are sure of ourselves and of our cause, and here is the supreme fact which has emerged in these months of trial.

Meanwhile, we have not only fortified our hearts but our island. We have rearmed and rebuilt our Armies in a degree which would have been deemed impossible a few months ago. We have ferried across the Atlantic, thanks to our friends over there, an immense mass of munitions of all kinds, cannon, rifles, machine-guns, cartridges, and shells, all safely landed without the loss of a gun or a round. The output of our own factories working as they have never worked before has poured forth to the troops. The whole British Army is at home. More than 2,000,000 determined men have rifles and bayonets in their hands to-night and three-quarters of them are in regular military formation. **We have never had Armies like this in our island in time of war. The whole island bristles against invaders from the sea or from the air. . .**

Our Navy is far stronger than it was at the beginning of the war. The great flow of new construction set on foot at the outbreak is now beginning to come in.

We hope our friends across the ocean will send us timely reinforcements to bridge the gap between the peace flotillas of 1939 and the war flotillas of 1941. There is no difficulty in sending such aid. The seas and oceans are open.

The U-boats are contained. The magnetic mine in many areas is, up to the present time, effectively mastered. **The merchant tonnage under the British flag after a year of unlimited U-boat war, after eight months of intensive mining attack, is larger than when we began. . . .**

Why do I say all this? Not assuredly to boast; not to give the slightest countenance to complacency . . . I say it because the fact that the British Empire stands invincible, and that Nazidom can still be resisted, will kindle again the spark of hope in the breasts of hundreds of millions of downtrodden or despairing men and women throughout Europe, and far beyond its bounds, and that from these sparks there will presently come a cleansing and devouring flame.

The great air battle which has been in progress over this island for the last few weeks has recently attained a high intensity. It is too soon to attempt to assign limits either to its scale or to its duration. We must certainly expect that greater efforts will be made by the enemy than any he has so far put forth. Hostile air fields are still being developed in France and the Low Countries, and the movement of squadrons and material for attacking us is still proceeding. . . .

On the other hand, the conditions and course of the fighting have so far been favourable to us. . . . Whereas in France our fighter aircraft were wont to inflict a loss of two or three to one upon the Germans, whereas in the fighting at Dunkirk, which was a kind of no-man's-land, a loss of about three or four to one, we expected that in an attack on this island we should achieve a larger ratio. This has certainly come true. . . .

The enemy is, of course, far more numerous than we are. But our new production already, I am advised, largely exceeds his, and the American production is only just beginning to flow in. It is a fact, as I can see from our daily returns, that **our fighter and bomber strengths are now, after all this fighting, larger than they have ever been. . . .**

The gratitude of every home in our island, in our Empire, and, indeed, throughout the world, except in the abodes of the guilty, goes out to the British airmen who, undaunted by odds, unwearied by their constant challenge and mortal danger, are turning the tide of world war by their prowess and by their devotion. **Never in the field of human conflict was so much owed by so many to so few.**

All hearts go out to the fighter pilots, whose brilliant actions we see with our own eyes day after day, but we must never forget that all the time, night after night, month after month, our bomber squadrons travel far into Germany, find their targets in the darkness by the highest navigational skill, aim their attacks, often under the heaviest fire, often at serious loss, with deliberate, careful precision, and inflict shattering blows upon the whole of the technical and war-making structure of the Nazi power. . . . I have no hesitation in saying that this process of bombing the military industries and communications of Germany, and the air bases and storage depots from which we are attacked, which will continue upon an ever increasing scale until the end of the war, and may in another year attain dimensions hitherto undreamed of, assures **one of the surest, if not the shortest of all roads to victory. . . .**

* * * *

Guiding the Course of History

Before we can undertake the task of rebuilding we have not only to be convinced ourselves, but we have to convince all other countries that the Nazi tyranny is going to be finally broken. **The right to guide the course of world history is the noblest prize of victory.** We are still toiling up the hill, we have not yet reached the crest-line, we cannot survey the landscape or even imagine what its condition will be when that longed-for morning comes. The task which lies before us immediately is at once more practical, more simple, and more stern. I hope—indeed I pray—that we shall not be found unworthy of our victory if after toil and tribulation it is granted to us. **For the rest we have to gain the victory. That is our task.**

Greece Has Good Reason to Fear Italy

After the invasion of Albania by Italy in 1939 a guarantee against aggression was given to Greece by Britain and France. On the outbreak of the European War, Greece took up a position of strict neutrality, but in August 1940, following the collapse of France, one of Greece's two guarantors, Italy adopted an attitude of distinct truculence against her little neighbour across the Ionian Sea.

No country in the Balkans watches Italy with closer attention than Greece. The average Greek does not trust Italy. He resents the Italian occupation since 1922 of the Dodecanese, islands which have been inhabited by Greeks for centuries. Not only has Italy strongly fortified the Dodecanese and equipped them with aerodromes and naval bases, which are a direct threat to Greece, but she has regimented the Greek inhabitants. They are even forbidden to wear blue shirts, and the Greek considers blue to be his national colour.

The Italian occupation of Albania gave Italy a common land frontier with Greece. Greece eyes suspiciously the construction of a railway from Durazzo in Albania, ostensibly for the purpose of transporting ore from the mining district of Labinoti to the Greek frontier, but which might also very well serve strategic needs.

The Greeks have a horror of war. Their last war, they are fond of pointing out, lasted from 1912 (the beginning of the Balkan Wars) to 1922, when the Greek armies which had invaded Asia Minor were defeated by the New Turkey.

Greece was a signatory of the Balkan Pact of 1934, and has a treaty of friendship and neutrality with her neighbour Turkey, whereby she undertakes to prevent the transport of troops, munitions, or armaments through her territory to any State attacking Turkey, and to consult with Turkey immediately war breaks out involving Turkey or Greece.

Greece is only too well aware of her extremely vulnerable position vis-à-vis Italy. Her exposed coastline, while it has many valuable harbours (notably Piraeus and Salonika), is longer than the Spanish and Portuguese coastline combined. Corfu, although a Greek island, has obvious attractions as a naval harbour to an ambitious Power. Athens is only 46 minutes' flying time from Lero in the Dodecanese, while there is hardly an important Greek town which could not be reached in under an hour from Italy or from Italian-controlled Albania.

Greece's 200 aircraft, British, German, and French, are varied in military value,

General John Metaxas has been the Greek Premier, Minister of Foreign Affairs and Acting Minister of War since 1936, and in 1938 he assumed virtual dictatorship.

This sketch map displays both Greece's dangerous position in relation to Italy and Italian Albania and her extremely long coastline. Points of military interest are the mine-net between Samos and Athens, and the Metaxas defence line facing Albania.

and the largest naval unit is the 9,450-ton cruiser "Averoff," mounting four 9.2-inch and eight 7.5-inch guns.

If Greece could bar the approaches to Salonika, by the aid of her numerous small naval craft and by the mining of the channels between the Aegean Islands, she would be very well satisfied with her naval effort. She has, of course, fortified her islands, bays and narrows.

The Greek army has been trained largely by French officers and is a very different force from that which retreated from Asia Minor in 1922. There are some 700,000 well-trained men ready for an emergency, although the normal strength of the army is only 65,000. The chief danger to be envisaged is from Albania, and one of Greece's five army corps has been stationed at Yannina to cover the approaches to Greece from the Albanian frontier. The others are garrisoned in Athens, Salonika, Larisa, and Drama.

The Drama army corps is an additional safeguard for Salonika and the Aegean coast, and in the event of war it might be reinforced by the Turkish Thracian army, stationed on the other side of the River Maritsa, since the Turks have just as much interest as the Greeks in safeguarding Salonika, the fall of which would seriously hamper aid to Yugoslavia, Greece, and possibly Rumania.

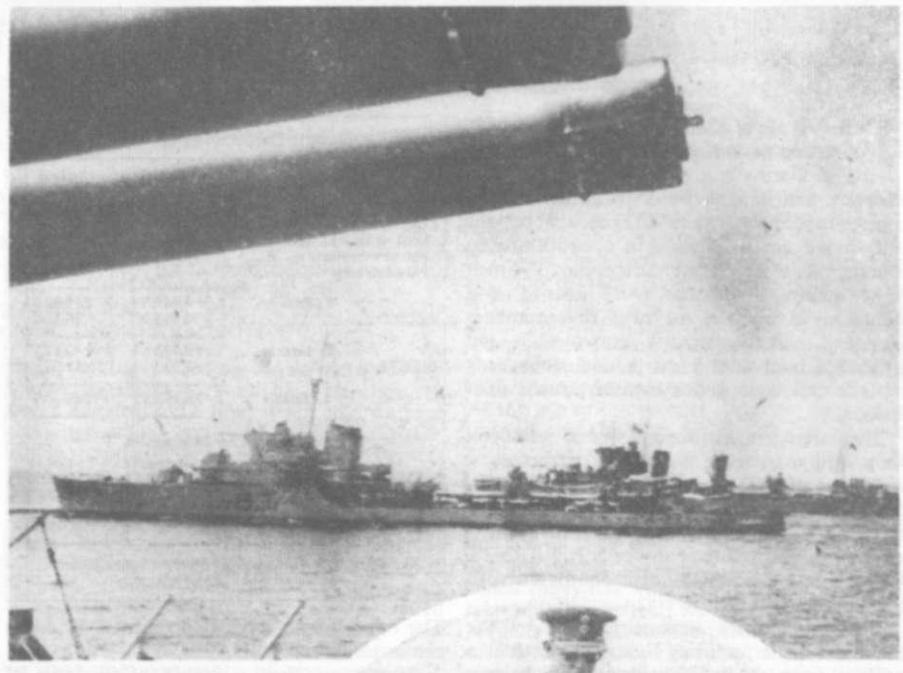
Greece, unhappily, is a poor country. In recent years she has spent one-third of her total revenue on defence, but her total expenditure amounted to only £8,242,000. The deficiency of the Greek army in tanks, the lack of aircraft, and the absence of capital ships in her fleet make her reluctant to go to war, except in the most extreme circumstances.

That war might be forced upon her, however, was made apparent in August 1940, when Italy, never too friendly, displayed many signs of increasing hostility. The Duce is nothing if not predatory, and with France out

Once More the Balkans Are a Storm Centre

of the way he no doubt thought that Britain, with her heavy commitments at home and in Egypt, would be unable to render Greece any very effective assistance. It was not difficult to foment a quarrel, and what might well have been a casus belli was found in one Daout Hoggia, a bandit who was murdered in Albania towards the end of July by two fellow Albanians who fled to Greece, where they were arrested. The murdered Hoggia was suddenly given the status of an Albanian patriot, and as Albania and Italy were now one, Italy demanded that the two assassins should be handed over. Before this could be done, however, the Italian propaganda machine was launched against the Greeks, who were accused of anti-Italian activities on the Greco-Albanian frontier.

Relations were further strained by the torpedoing of one of Greece's only two



Seen beneath the 9·2-inch guns of the cruiser "Averoff" (top right) are two of the fastest destroyers of the Greek Navy; above, one of the "Averoff's" A.A. guns.
Photos, Keystone

cruisers—the 2,115-ton "Helle"—off the Aegean island of Tinos on August 15. An Italian submarine was suspected, and the Italians admitted that they might have mistaken the "Helle" for an English cruiser. A day or two later two Greek destroyers were attacked by Italian bombers, and again a similar excuse was proffered. The Duce's government now asked that, if the Greek fleet saw fit to leave their harbours, they should give notice to the Italians beforehand.

As likely as not, these attacks were intended to persuade the Greeks that they would do well to abandon the British guarantee and substitute for it an understanding with Italy. But General Metaxas, the Greek Dictator, who as recently as August 3—the fourth anniversary of his accession to power—had renewed the declaration of Greek neutrality, found the Italian acts as unconvincing as their arguments.

The training of the Greek Air Force is modelled on that of the R.A.F. These cadets, who have almost completed their training, parade for a National Fête. King George II of Greece (circle), who is essehtially a soldier king, is here seen giving advice to infantry during manoeuvres.
Photos, Keystone and Planet News

The Merchant Navy Defies Hitler's Blockade

The fantastic claims made by Nazi propaganda of the mastery by air power over British shipping (see pages 180–183) are easily disposed of. Although the July total was 27,000 tons higher than for June (see page 82), Goebbels' million tons is here shown to be a fivefold magnification. Convoys continue with full confidence to sail the British seas.

THE first stage of the Battle of Britain was a strong assault against the sea power of Germany's greatest enemy. Submarines which had been withdrawn from service before the Battle of France were sent out to sea again in June in a concentrated attack against merchant shipping. From newly-acquired air bases in France and Belgium wave upon wave of dive-bombers launched attacks against convoys in the English Channel and ports and dockyards on the south and south-eastern coasts of Britain.

The submarines, through sheer numbers, were bound to score a number of successes. British merchant shipping losses were undoubtedly heavy, compared with the previous months of the war, for 211,974 tons gross were sunk during the four weeks July 1 to 28. But this figure is insignificant compared with the claims made by the Nazis.

Fantastic stories were circulated by the Goebbels " lie factories " that more than a million tons of British shipping had been sunk in three weeks of air battles over the Channel. This was merely an attempt to compensate for the heavy losses suffered by the German Air Force in their struggle to force their will over British sea power and close the Channel to shipping and thus rob the country of the services of its major port—London.

The month of July proved that Goering's theory that air power could master sea power was incapable of realization. In the first concentrated air attack on a convoy in the Channel the Nazis sent about 250 dive-bombers and fighters against a small escort of coastal vessels. More than 50 Nazi aircraft were quickly shot down by Hurricanes and Spitfires and by anti-aircraft fire from the escorting ships, and only five small vessels of about 5,000 tons were sunk. Five more of the same tonnage were damaged and had to go to port for repairs, but the attack was a conspicuous failure. In the enemy raid on the harbour of Dover seventeen machines were shot down within the space of half an hour. Only one small vessel was sunk and no other damage was done (see full accounts in pages 114 and 120).

The merchant ships proved themselves perfectly capable of defending themselves from air attack. The 1,000-ton passenger vessel " Highlander," operating in the North Sea, was attacked by three Heinkels. The gunner on board the little ship held his fire until one of the 'planes came well within range, preparatory to bombing. He fired his gun and scored a hit. The aeroplane fell apart, the body of it falling across the poop of the ship (see page 163). The two other 'planes then started to attack, but another burst from the ship's gun brought the second raider down into the sea. The third, seeing what had happened to his comrades, sheered off.

Merchant Shipping War Losses

	Sept. 3 to July 28 Tons gross	July 1 to 28 Tons gross
BRITISH :		
Cargo vessels	1,164,953	211,974
Lost in naval operations	74,929	—
Naval auxiliaries	109,021	—
Naval trawlers	15,235	2,300
Totals ...	1,364,139	214,274
ALLIED	334,625	26,148
Totals ...	1,698,763	240,422
NEUTRAL	737,932	59,595
Totals ...	2,436,695	300,017

Enemy Losses to August 4

	Sunk	Captured	Total
GERMAN ...	658,000	260,000	918,000
ITALIAN ...	105,000	150,000	255,000
Totals ...	763,000	410,000	1,173,000

In addition, 26,000 tons of neutral tonnage under enemy control have been sunk.

After more than a month of this sort of attack, despite all the Nazi boasts about the command of the Channel, convoys of merchant ships sometimes extending five miles in length calmly plough up and down the Channel, well escorted and confident. Many of the convoys have now been supplied with their own barrage balloons, to counteract the efforts of the dive bombers coming low over their difficult targets.

The major part of the British shipping losses were attributed to the submarine assault. Stationed in the Atlantic from Eire to Gibraltar, large forces of enemy submarines would bide their time for an attack against a carefully-selected target, be it an Allied or a neutral ship. Neutrals suffered heavily, but according to the official Admiralty figures lost only 59,595 tons gross during July. It can safely be stated that this estimate is a very conservative one. During the previous month, for instance, Admiralty sources stated that the enemy had sunk about 75,000 tons of neutral shipping. Yet a report from Athens later said that no fewer than 14 Greek ships alone, of more than 61,000 tons, had been sunk during the month, with a loss of 21 lives.

Submarine warfare comes in waves. When the enemy's strength is sent out from its bases in a massed attack on shipping, it has a definite effect on the number of sinkings. But those submarines must go back to their bases to refuel—those of them that have escaped destruction at the hands of the Navy and the Air Force Coastal Command. Then the wave of losses subsides until the next combined attack is launched.

One notable achievement of the submarines was the sinking of the " Arandora Star," an unescorted liner which was conveying Italian and Nazi internees and prisoners of war to Canada. The submarine was responsible for the loss of many enemy lives. At the end of the month the Elder Dempster liner " Accra," on her way to West Africa with passengers and mails, was sunk by torpedoes fired from two submarines. Within a few minutes those submarines met their timely end.

Meanwhile, July heralded the appearance of another Nazi armed raider. Disguised as a merchantman, and flying the Swedish flag, this vessel succeeded in sinking the cargo liners " Davisian " and " King John " in West Indian waters. It was not long before that raider had an unsuccessful encounter with the armed merchant cruiser " Alcantara," in the South Atlantic.

The month of July was a real trial of strength between the Nazi forces and British sea power. Armed raiders, submarines, aeroplanes and " E-boats " were employed with intensity, but they failed to make any appreciable difference to the continuous flow of British imports and exports. Minelaying aeroplanes attempted to close harbours to shipping, but if the minelayers were not brought down, the mines were as quickly swept as they were laid. The E-boats, enemy torpedo boats which occasionally issued from French ports to make sporadic torpedo attacks against convoys, received harsh treatment from escorting vessels. Despite all the weapons and the favourable bases in their possession the Germans were unable to impose their will upon the Merchant Navy. Hitler's widely proclaimed " blockade " of Britain was his first major defeat; yet the British blockade is still a reality—in July 45,300 tons of contraband goods were seized, 34,600 tons being from neutral ships bound mainly to Italian ports.

This picture diagram continues from page 82 the story of the successful resistance of the British Merchant Navy to the enemy's fiercest air and submarine attacks. The Italian figures have been corrected by later information.

We Saw The Bombers Fall Like Leaves

Sunday, August 18, is a day that will ever be remembered by hundreds of thousands of Londoners, who were involuntary eye-witnesses of a great air battle above their heads. Here, exclusively told to "The War Illustrated," is the story of what Mr. H. G. Earle, of The Amalgamated Press staff, saw when picnicking in Surrey.

I WAS spending the day with my family at a famous beauty spot on a ridge of hills overlooking the weald of Surrey and Kent. The position may be easily compared to that of a spectator on the cliffs of Dover overlooking the Channel. The whole panorama of the beautiful Surrey countryside is before one, and it was here that we were about to partake of our lunch. But very shortly the enemy bombers were heard high up above in close packed formation.

Anti-aircraft batteries opened fire immediately, and the sky seemed full of fighter aircraft going up in pursuit. My family and I seated ourselves with our backs to a large beech tree, as I thought this afforded the best protection under the circumstances. In a few seconds a large German bomber hurtled out of the sky like a falling leaf. The pilot managed to regain some control when near the earth and it seemed as if a safe landing might have been possible, but he made a sudden dive, hitting the ground, and the machine immediately burst into an inferno of flame and smoke. It was a terrible scene, taking place just down below us in the valley in broad sunlight. This, by the way, was the only time when my younger daughter—she is only 5—showed even the smallest signs of any distress. Our fighters were zooming in all directions and we could hear the rattle of machine-gun fire above us.

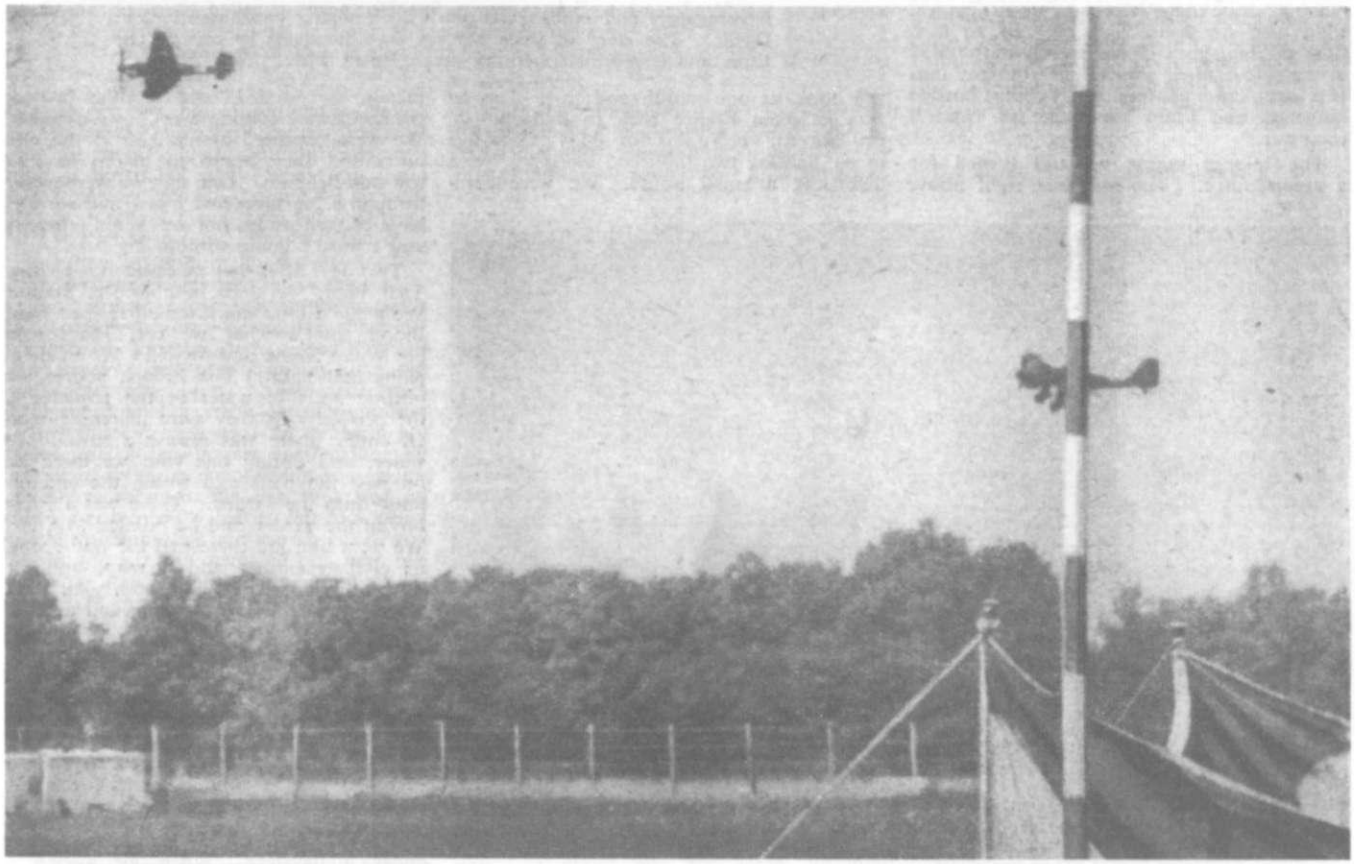
A big black German bomber planed right across our vision about 300 feet from the earth, and with engines off, obviously trying to land, when to our amazement there was a burst of machine-gun fire as he scraped over the roof of a farmhouse very near to a golf course. It was astonishing to us that the occupants of the machine in such a perilous position could still machine-gun a farmhouse as they passed over the roof and pancaked into a field half a mile further along apparently undamaged. We were told by someone who was near the field that the machine was a Dornier. While this was going on anti-aircraft batteries were sending up shells at a terrific rate. Shells were bursting in the wood behind us, and we felt that any moment some splinters might descend upon us. After a very short interval we saw a formation of Spitfires bring down two more bombers on the distant hills.

It was then that my wife pointed out to me one of our fighters that was obviously in difficulties. He was spiralling towards earth and his destruction seemed imminent when, much to our relief and amazement, he zoomed into a vertical climb. He must have realized that he was going to hit the ground. At the top of the vertical climb the parachute opened and the pilot fell out of the machine and landed safely. As he dropped, his machine fell to the ground like a stone.

Then a group of German bombers, hotly pursued by our fighters, were seen making the best of their way to the coast.

I looked at my watch; the action had lasted thirty-five minutes. Our tense nerves relaxed. It was then we began to realise the perilous position we had been in. The Battle of Britain had been a reality to us. We had seen with admiration the wonderful fighting quality of our fighter pilots. The Surrey countryside was peaceful once again, and the only evidence of the battle was the smoking ruins of the German bombers in the fields below us.

After that we continued our lunch. Just after six o'clock we arrived home, to find that a bomb had dropped six doors away from our house, shattering many windows and sending tiles flying in all directions!



On Sunday, August 18, as told in this page, the peace of the Surrey countryside was suddenly shattered by the roar of anti-aircraft fire as German bombers rapidly approached in close formation. This photograph of a Nazi Junkers 87, which was taken the same week-end on the S.E. coast, shows the Nazis actually machine-gunning an A.A. gun emplacement in which a cameraman was stationed. As such it is probably the closest picture so far taken in England of raiders in action. *Photo, Associated Press*

I WAS THERE!

I Watched Them Bomb A Lightship

On August 14, 1940, six German dive-bombers bombed and machine-gunned a lightship off the south-east coast, killing two of the crew of nine and injuring the rest. Hilde Marchant's dramatic eye-witness story of this outrage is published here by arrangement with the "Daily Express."

LYING in a ditch on the top of a cliff, I was watching a terrific battle between 200 'planes.

While our fighters were engaged, six German bombers rested quietly in the clouds over the sea. As the battle spread inland they felt safe enough to swoop down on the undefended lightship.

I saw them pierce the shadowy sky, and in my innocence believed they were going to join the battle over land. Instead, they straightened out in one long black line and began to make for the ship.

It rocked from side to side as the bombs crashed in the water around—bad shots even with a sitting target. Men from two lorries that had stopped by the roadside shrieked curses at them and shook with anger.

How close it was! We could see the swastikas and watch the bombs fly, and how helpless we all felt! Men were being bombed and not one of us could do a thing except curse.

The little ship had been anchored in that bay for many years, and through fogs and gales had diverted the shipping of all nations from a nest of treacherous sand and rock. Yes, all ships—even German merchantmen—had been sent in peace and out of danger by the little red ship which now lurched from side to side.

Through the din of the engines we heard a harsh, quick rattle. The crew were being machine-gunned. The wreck of the ship was not enough; the pilots sought slaughter..

Down came those screeching black 'planes, right over my head, pausing only to turn their machine-guns on the men who fumbled at the side of their ship to get a dinghy out. It is dirty, cruel fighting, and we must harden ourselves and know the terms of Hitler's total war.

The 'planes swung up and turned for a second dive. The first was right above me and turning for a second chance, when a fresh sound came into the sky.

Three Spitfires streaked low over the cliffs. I cheered and cheered, and the men on the roadside yelled, "Go after the black swine!"

They did. The Germans flattened out and began to scramble for the clouds again. But our fighters, embittered by the pathetic wreckage below, tore into the six bombers. At least three of them were brought down, and one was so badly damaged it is unlikely it got back home.

I saw one German 'plane rock out of its path and begin to drop. Black smoke and flame blistered the sky. The machine skidded for a mile low over the water; then it sank with a great splash—and with a loud cheer from me.

A second German 'plane seemed to stumble about the sky, then disappeared into the clouds again. They got away to report their magnificent morning's work—how they found an unprotected lightship and machine-gunned the crew, and how they managed to fly into the clouds when they were challenged to fight.

They did not pause to see the rest of the story I watched from the cliff head. The overladen dinghy got away from the sinking ship, and a motor-boat from the harbour ploughed out to them.

A Spitfire hovered around, protecting the rescue work. As the boat picked up the men the lightship sank stern first.

A second motor-yacht came out and searched the water for some miles around. At first I thought they were looking for survivors from the lightship, but soon I realized they were looking for the crew of the German bomber that had crashed.

The Spitfire guided them to the wreckage. In the first moments of unreasoned anger at the savage display I had seen so closely I felt that those men should drown. Yet later I knew we need not behave like Germans in our fighting.

I met James Easton, the master of the lightship, on his way to the station. His face was still twitching, and he limped from a bullet wound in the leg.

"We were having our dinner when the 'planes came over," he said. "The deck was open, and there was no cover, so we crouched down against the ship's side.

"She rocked like mad. We were thrown all over the deck. Then we heard machine-gun bullets hammering the deck.

"A couple of lads were killed with the first shot. I got one in the leg, and all of us got peppered. We dragged ourselves over to the dinghy and got it loose before the last lot were on top of us.

"We got away just as the Spitfires came after them, and though we were exhausted and bleeding it was a grand sight."

He was in a hurry when I saw him, still shaking, and with his face bleeding. He had a train to catch. What for? "To send in a report and see about a new lighter."

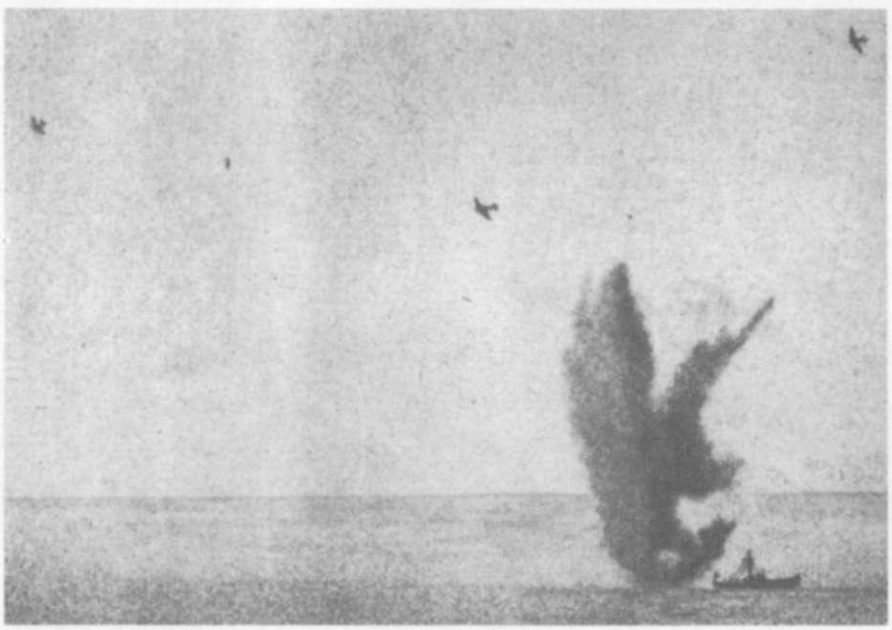
We Puzzled the Germans With Our Gaelic

Three Scottish soldiers who escaped after capture by the Germans wandered across France to a Spanish port, puzzling German interrogators and evading recapture by replying to all questions in Gaelic. The story of their odyssey was broadcast by one of the three and is reprinted here by arrangement with "The Listener."

IT took us one month and three days to get from France back to Ballachulish. At the beginning of May thirty-five of us, fighting two thousand Germans, were defending a small house. We were completely surrounded, and on the last day the shells were coming over "two-a-penny." We were captured about 2.30 in the afternoon and they began to march us north towards Belgium. One day we were passing through a big town and I saw that we could have broken away, but we weren't together and I wasn't going without my pals.

Two days after that we came into a village. That night we slept in a Sports Stadium. We made a little shack for ourselves; Sandy Blood (that's what we call Macdonald), big Willie Kemp and myself. We made our plans that night. The French people were putting pails of water at the roadside for the prisoners as they were marching along. Of course there was always a rush for the water, and during one rush we three kept on past the pails and round the end of a house into the garden. There was a French boy in the garden and he pointed to a bush. We went and hid there and the boy brought us civilian clothes and a map, and later his mother came out with food. We waited there until the column had passed and then set off over the country.

We were trying to get back behind the Maginot Line because we had no idea what was taking place. Well, one night we came over a ridge, and, looking down, saw the Vimy War Memorial. Sitting up there we had a conference and decided to walk by night. I took a chimney stack for a landmark and we marched till we passed it. Then we lost our direction and had to sleep under a haystack. When we awoke up in the morning and looked across the road we saw a bivouac in front of us and supply lorries and horses. They were only fifty



The ruthless bombing of the lightship by Junkers is vividly shown here. A bomb has fallen close to the ship, and the next bomb scored a direct hit. Contrary to all rules of maritime warfare the Nazis did not hesitate to attack a defenceless craft—a ship whose purpose was to serve sailors of every nation. *Photo, "Daily Mirror"*

I WAS THERE!

As related in this page, a party of Scottish soldiers only succeeded in crossing the frontier into Spain by repeated and determined efforts. Here are seen the pomp and ceremony when the Nazis took over the international post at Irun.
Photo, Keystone

How We Got to Egypt with Our 'Planes

In addition to the French airmen who escaped to England after the armistice to continue the fight under General de Gaulle, others flew their 'planes from Syria to Egypt and joined up with the R.A.F. The escapade of one such party of "deserters" is described here by their leader.

A NUMBER of French airmen joined the British forces as soon as possible after the armistice, and many more would have done so had their machines not been put out of action on orders by the Pétain Government. Usually this was done by cutting the rudder wires or removing engine parts. In spite of this, many Frenchmen managed to escape and are continuing the fight.

The leader of a party of airmen who reached Egypt from Syria said:

All the boys of the section under my command volunteered to fight on with the British, but the undertaking was not without its risks. I was still thinking what to do when, in the course of a chat with a superior officer, he said, "If I were you, having good 'planes at my disposal, I wouldn't be here." He added, "Besides, I won't be in camp tomorrow."

"Thanks, monsieur, I get it," I replied, and immediately prepared my plans with my comrades. We knew the magnetos of the engines were disconnected, but we could manage to fix that, so we decided that zero hour should be three o'clock in the morning. Before departing I left a letter to my colonel saying that we were convinced we were no more bound to obey a Government under the control of the enemy.

In one way and another the news of our intention became known. We had to turn down, with regret, at least fifty chaps willing to join us. Another obstacle had to be overcome, as it was announced that a platoon, with two machine-guns, had been placed near the hangars and ordered to shoot any approaching silhouette.

Some of us wavered, but I decided that as leader I should be the first silhouette. I came up to the sergeant, whom I knew, and explained to him that my section had received orders to fly to a neighbouring base immediately. He replied, "Come on, you can't fool me. I know you are crossing to the British. But look—I am going with you." I could not but agree, although we were overloaded with stolen equipment, including several machine-guns and boxes of ammunition.

We taxied as silently as possible away from the barracks, and when in the middle of the ground we opened the throttle fully and went off. So overloaded were the 'planes that they left the ground only after a run of about 800 yards instead of the usual run of 400 yards. We steered a course for Egypt, where we were greeted in the most friendly fashion. Here we are now ready for the fight.

Although we are technically war-time deserters, sentenced to death, I have a hunch that I and all who acted as I did will have the opportunity to parade once again at the Arc de Triomphe in a free France.—*British United Press.*

Mechanics of the French Air Force tuning up a fighter before the capitulation. Many such 'planes were later successfully transferred to British units.
Photo, Service Cinématographique de l'Air

yards away, and there was a German cavalry regiment there, too. We were in a field of sugar-beet, so we walked along the rows pretending that we were picking weeds, and got out of sight.

We were constantly running up against the Germans, but we always pretended to be refugees and got away with it. Several French people recognized us as British soldiers and gave us food and *vin rouge*. One night I fell ill, so we lay down in a pig-sty where there was plenty of clean straw. Two Jerries came in, just looking to see what they could find. My pals pointed at me and said: "Camarade, malade," and the Jerries said: "Slomber," meaning "Sleep on." I was better in the morning, and as we were walking along the road a German lorry stopped and gave us a lift for about eight kilometres. They thought we were Belgian refugees.

Later we came into a place that was all smashed to blazes and found a bicycle shop. It was smashed as well, but we managed to rig up three bicycles and did about forty kilometres the first morning we had them. Then one day as we were looking at the sign-post at a cross-road, a German came up and asked us for our papers. When we said we had none, he set us to work emptying French ammunition and equipment that they had captured. We denied that we were English and spoke Gaelic the whole time, which the Germans couldn't understand. They tried eight interpreters on us, but it was no good. Then they produced a map and asked us to point out where we came from. Big Willie put his finger as far north as he could reach, in Russia, and, when they saw that, they let us go.

With a bit of luck and our Gaelic, we went on south until we came to the Pyrences. Up in the mountains there we met a muleteer—a young fellow—and he led us straight into a Spanish Military Camp. They were quite decent to us there, but put us back over the frontier into France. We walked down the road about a kilometre and then turned back to get into Spain again. Altogether we tried three times, and at last succeeded by swimming the river with the Spanish soldiers only a hundred yards away from us. We slept in our wet clothes on a hillside. In the morning we did some nudist bathing while our clothes dried, and then when we got up to the top of the hill we saw the port we were looking for. It was a strange, foreign-looking port; but when I saw it I was sure that it wouldn't be long before I saw Ballachulish again.

OUR SEARCHLIGHT ON THE WAR

Splinters Mystery Solved

HEAVY fragments of grooved steel, some of them still red-hot, were picked up in two areas on the South-East Coast following two heavy explosions on August 13. The explosions, which were not preceded by the characteristic noise of falling bombs, wrecked some houses, killed two A.R.P. workers, and injured many others. The splinters were later examined by experts who pronounced them to be pieces of shell fired from long-range German guns.

'Britain Delivers the Goods'

A TEXTILE firm in Bradford had the happy idea of stencilling on its export packing cases the cheerful slogan "Britain Delivers the Goods," surmounted by a Union Jack. So excellent did this seem to the Export Council of the Board of Trade that similar stencils were sent to thousands of exporting firms. Some have adopted a variant of the wording: "Shipped in a British ship under the protection of the British Navy." Both slogans will serve to impress the consignees with our confidence of outwitting Hitler's vaunted blockade.

The Last Boat Floated Off

TROOPS on board the Egyptian transport liner "Mahomed Ali El-Kebir" were just about to turn in when she was torpedoed at dusk on August 11. At their officers' orders they fell in on the canting deck, each detachment waiting in perfect discipline for its turn to take to the boats. The ship's officers stated that the loss of life (120 out of 860) would have been much greater had it not been for the skilled help of the naval ratings aboard the transport, and that the cheerfulness and "wisecracking" of the naval ratings were a powerful moral factor. The last boat was not lowered, but floated off the deck of the sinking ship. When all boats and rafts were clear there were still about thirty officers and men left, for one boat had been destroyed in the explosion. Diving into the sea—"Come on, mates. There'll always be an England. Let's swim to it," cried one of them—they were later picked up by a British warship.

New Tanks for Old

IN the Midlands is a factory—one of many taken over for this purpose—where expert and responsible workers are engaged in reconditioning tanks and other armoured vehicles. Some of these casualties arrive so severely damaged as almost to appear total wrecks, but after being entirely dismantled, rebuilt and repaired, every small detail being carefully overhauled and rigorously tested, they leave the factory to all intents and purposes as good as new. Such an achievement is a tribute to our engineering craftsmen, as well as a contribution of great economic importance to our war effort.

German 'Paraspooks'

WITH his usual happy knack, "Peterborough" of the "Daily Telegraph" has applied the term "paraspooks" to the German parachutists who, according to a Nazi broadcaster came down in the Midlands and the North in the early hours of August 14. Between 70 and 80 parachutes were dropped, each capable of bearing a weight of 400 lb., all with Nazi markings, and sometimes accompanied by bags containing instructions purporting to be operation orders. But in many instances the harness had not been undone, and in some cases Home Guards were on the spot to collect them when they landed. Hundreds of troops and police scoured the countryside, but no trace of German soldiers or arms was discovered, and on August 15 it was officially announced that the scheme had evidently been faked by the Germans in the hope of creating panic.

American Armed Ships Off Greenland

AS far back as April President Roosevelt issued a veiled warning that any German attempt to occupy Greenland would be an infringement of the Monroe Doctrine. But it seems—and who can blame him?—that he does not trust Hitler, and two specially armed U.S.A. cutters, the "George W. Campbell" and the "Northland," have now been sent to Greenland waters as a precautionary measure against annexation for the establishment of German air bases.

V.C. OF NAMSOS

Lt. R. B. Stannard, H.M. Trawler 'Arab'

IT was announced on August 16 that the second naval V.C. of the war had been conferred on Lieut. R. B. Stannard, R.N.R., for "outstanding valour and devotion to duty" at Namsos. The first British naval detachment landed at Namsos on April 14, and between then and May 1, when the British troops were withdrawn, Lieut. Stannard made his gallant stand. The official announcement of the award stated that when enemy bombing attacks had set on fire many tons of hand grenades on Namsos wharf, with no shore water supply available, Lieut. Stannard ran the "Arab's" bows against the wharf and held her there. Sending all but two of his crew aft, he then endeavoured for two hours to extinguish the fire with hoses from the forecastle. He persisted in this work till the attempt had to be given up as hopeless. After helping other ships against air attacks he placed his own damaged vessel under shelter of a cliff, and landed his crew and those of two other trawlers and established an armed camp. Here those off duty could rest while he attacked enemy aircraft which approached by day and kept anti-submarine watch during the night. When another trawler near by was hit and set on fire by a bomb, he, with two others, boarded "Arab" and moved her 100 yards before the other vessel blew up. Finally, when leaving the fjord, he was attacked by a German bomber, which ordered him to steer east or be sunk. He held on his course, reserved his fire till the enemy was within 800 yards and then brought the aircraft down. Throughout a period of five days the "Arab" was subjected to 31 bombing attacks, and the camp and Lewis gun positions ashore were repeatedly machine-gunned and bombed; yet the defensive position was so well planned that only one man was wounded. Lieut. Stannard ultimately brought his damaged ship back to an English port.

Lieut. R. B. Stannard, who is 37, entered the Merchant Service in the Port Line and was afterwards an Orient Line officer.

DORTMUND-EMS CANAL V.C.

Flight Lieut. R. A. Learoyd

THE first bombing of the Dortmund-Ems Canal, one of Germany's great inland waterways, was announced on July 17 (see page 91, Vol. 3), and Flight Lieutenant Learoyd was engaged in these operations. The feat for which he was awarded the V.C. was thus officially described:

This officer, as first pilot of a Hampden aircraft, has repeatedly shown the highest conception of his duty and complete indifference to personal danger in making attacks at the lowest altitudes regardless of opposition. On the night of August 12 he was detailed to attack a special objective on the Dortmund-Ems Canal. He had attacked this objective on a previous occasion, and was well aware of the risks entailed. To achieve success it was necessary to approach from a direction well-known to the enemy, through a lane of specially disposed anti-aircraft defences and in the face of the most intense point-blank fire from guns of all calibres. The reception of the preceding aircraft might well have deterred the stoutest heart, all being hit and two lost. Flight Lieutenant Learoyd, nevertheless, made his attack at 150 ft., his aircraft being repeatedly hit and large pieces of the main planes torn away. He was almost blinded by the glare of searchlights at close range, but pressed home his attack with the greatest resolution and skill. He subsequently brought his wrecked aircraft home and, as the landing flaps were inoperative and the undercarriage indicators out of action, waited for dawn in the vicinity of his aerodrome before landing, which he accomplished without causing injury to his crew or further damage to the aircraft. The high courage and skill which this officer has invariably displayed on many occasions in the face of the enemy set an example which is unsurpassed.

Flight Lieut. Learoyd, born at Folkestone in 1913, joined the R.A.F. as a short service commissioned officer in 1936.

They Have Won Honour in Freedom's Cause

Pilot Officer A. W. Dunn, D.F.C. for gallantry. After bombing the Ruhr he flew home on one engine.

Pilot Officer L. W. J. Watt, D.F.C. for displaying bravery in the air. He shot down a Messerschmitt.

Sergt. J. M. Dawson, D.F.M. for gallantry. Though he was wounded, he finished his job.

Sergt. B. L. Savill, D.F.M. for bravery. He continued over his charts with the reserve pilot.

Pilot Officer L. J. Drogo-Montagu, D.F.C. for bravery. He was reserve pilot and bandaged the wounded.

These five officers were engaged in the same raid.

Capt. P. Rowell, Lincolnshire Regt., M.C. for displaying courage during B.E.F. evacuation at Dunkirk.

Warrant Officer H. E. Atkins, M.B.E. for displaying gallantry during the evacuation of B.E.F. at Dunkirk.

Q.M. Sergt. Burridge, of Portsmouth. **M.B.E.** for displaying bravery and devotion to duty.

Lieut. Wallace Anderson, M.C. for conspicuous bravery and devotion to duty in the face of great danger.

Col. (temp. Brigadier) C. G. Phillips, bar to his D.S.O. for zeal and ability displayed during Norwegian campaign.

Miss A. Ralph, Royal Red Cross 1st Class, highest honour in nursing. Matron-in-chief of Q.A.R.N.N. service.

Miss H. McFeat, Royal Red Cross for displaying untiring devotion to duty in nursing the wounded.

Miss Catherine M. Roy, C.B.E. for displaying great devotion to duty in carrying out her work.

Miss A. Murrie, Royal Red Cross for services to nursing, and displaying devotion to duty.

Matron L. Phillips, Royal Red Cross for services to nursing and displaying devotion to duty.

Capt. G. F. Stevens-Guille, R.N., of H.M.S. "Codrington," **bar to his D.S.O.** for conspicuous bravery.

Lieut. William King, R.N., of H.M. Submarine "Snapper," **bar to his D.S.O.** for bravery off Norway.

The Rev. A. T. A. Naylor, D.S.O. for his splendid work in France. Assistant Chaplain to the Forces.

Capt. George Creasy, R.N., D.S.O. for conspicuous bravery shown while on active service.

Lieut.-Cmdr. Viscount Mandeville, O.B.E. for displaying outstanding courage in rescuing wounded men.

Squadron-Leader John Ellis, D.F.C. for displaying great initiative and leadership during Dunkirk evacuation.

Squadron-Leader C. W. Pearce, D.F.C. for his daring action in the sinking of an enemy submarine.

Flight-Sergt. F. G. Berry, D.F.M. for displaying exceptional qualities as a leader during Dunkirk evacuation.

Flight-Lieut. John Simpson, D.F.C. for conspicuous courage in the air against the enemy while wounded.

Flying Officer Eustace Holden, D.F.C. for destroying 4 enemy aircraft and helping to destroy others.

OUR DIARY OF THE WAR

NESDAY, AUGUST 14, 1940 *347th Day*

ıe Sea—H.M. destroyers "Malcolm" Verity" made contact with six Nazi trawlers and three E-boats. Three vessels seen to be hit.

Admiralty announced that H.M. cruiser Transylvania" had been sunk by U-boat.

H.M. minesweeping trawler "Elizabeth Angela" reported sunk by air attack.

Swedish steamer "Mongolia" sank in Kiel Bay after explosion.

In the Air—R.A.F. made night attacks on oil refineries and refining plants near Bordeaux. Other bomber formations attacked railway sidings and power station at Cologne.

Both day and night attacks were made on aerodromes in Northern France.

War against Italy—Italians launched violent attacks against British positions in Somaliland, and, after serious losses, compelled our forces to fall back.

Home Front—Thirty-one enemy aircraft destroyed in renewed attacks on British coasts. Seven British fighters down but two pilots safe. Raids made on barrage balloons at Dover, and lightship bombed. Scattered attacks in various areas, including Southampton and Hastings.

THURSDAY, AUGUST 15 *348th Day*

In the Air—R.A.F. again bombed Fiat factory at Turin and Caproni aircraft works at Milan. Blast furnace at Genoa hit.

Other bombers attacked oil plants at Gelsenkirchen and Reisholz, munition factories at Luenen, Essen, Gladbach and Dusseldorf, wharves at Emmerich, supply depots at Hamm and Soest, and several aerodromes in France, Holland and Germany. Dock basin at Helder attacked by Coastal Command aircraft.

War against Italy—In Somaliland British forces continued to hold reserve positions against renewed enemy pressure.

R.A.F. raided Bomba (Libya), damaging float 'planes and flying-boats in harbour. Successful raids made on Macaaca (Eritrea), Jigjiga and Dessie (Abyssinia).

Malta raided by enemy bombers and fighters. Alexandria raided.

Home Front—One thousand enemy aircraft took part in onslaught from Tyne to Plymouth, of which 180 were destroyed by R.A.F. and A.A. defences. Thirty-four British fighters lost, but 17 pilots safe.

Train and houses hit at Seaham Harbour; bombs dropped at Sunderland; industrial premises at Rochester damaged; aerodromes in S.E. attacked; Hastings bombed; unsuccessful attack on Portland. In evening Croydon airport was raided.

Greece—Greek light cruiser "Helle" torpedoed by unidentified submarine while anchored off island of Tinos.

FRIDAY, AUGUST 16 *349th Day*

On the Sea—Reported that five unarmed trawlers fishing off west coat of Scotland had been bombed and machine-gunned by German 'plane.

In the Air—Night raids by R.A.F. bombers over Central Germany. Synthetic oil works at Leuna, near Leipzig, fired. Other objectives were benzine oil plant at Bohlen, Zeiss plant at Jena, Messerschmitt factory at Augsberg, aircraft stores at Kolleda, Junkers works at Bernburg.

Coastal Command aircraft damaged Nazi A.A. ship in Stavanger Fjord.

War against Italy—In Somaliland British bombers attacked Zeila and Adadleh. Italian bombers attempted to raid Berbera, but were intercepted by French aircraft which shot down two and drove off the others.

Tobruk harbour again raided by R.A.F. and considerable damage done.

Home Front—Intense air attacks again made on S.E. areas. Two raids made on London area, when a number of persons were killed. Damage done at Tilbury and Northfleet and in south-western suburbs.

Bombs dropped in Isle of Wight and in country districts in Herts, Essex, Surrey, Hants and Oxfordshire. Deliberate attack made on Eastbourne. Damage and casualties at R.A.F. aerodrome.

Seventy-five enemy aircraft destroyed. Twenty-two British fighters reported lost, but 14 pilots safe.

U.S.A.—President Roosevelt announced that U.S. Government were holding talks with British Government with regard to acquisition of naval and air bases for defence of Western Hemisphere.

Greece—Two Greek destroyers reported to have been bombed by Italian aircraft while en route for Tinos Island. Two Greek cargo boats torpedoed and sunk, and a third bombed.

SATURDAY, AUGUST 17 *350th Day*

On the Sea—Admiralty announced that H.M. submarine "Orpheus" was overdue and presumed lost.

Disclosed that French destroyer "Maille Breze" sank in April near a British port after series of explosions.

In the Air—R.A.F. dropped 3 tons of high explosive bombs and showers of incendiaries on Boulogne, inflicting severe damage. Twenty-six enemy aerodromes raided.

War against Italy—Italian forces withdrew from Fort Capuzzo, following bombardment of the fort and of Bardia by battleships and cruisers of British Mediterranean Fleet. British fighters escorting the Fleet shot down nine enemy 'planes.

In Somaliland enemy renewed determined attacks with picked Italian troops, artillery, tanks and aircraft. British Force withdrew towards Berbera, contesting every yard.

Home Front—No German raid reported between dawn and midnight.

U.S.A.—President Roosevelt and Canadian Premier stated that Canada and U.S.A. were setting up joint Defence Board.

SUNDAY, AUGUST 18 *351st Day*

In the Air—R.A.F. again bombed Italian aircraft factories at Milan and Turin. Other aircraft attacked aluminium works at Bad Rheinfelden, and chemical works at Waldshut. Aerodromes at Freiburg and Habsheim heavily damaged.

Coastal Command aircraft made another successful attack on Boulogne harbour.

War against Italy—R.A.F. made first raid on Addis Ababa, securing hits on hangars.

Home Front—Six hundred bombers and fighters made mass raids on Britain, attempting to reach London. Dog-fights over outer fringe of South London area, where at least one bomber was shot down.

Air fighting extended over Thames estuary, Kent, Surrey, Sussex, Hants and the Channel. Attempts made to bomb train, bus and Green Line coach in S.E. area.

Enemy lost 152 aircraft. Twenty-two British fighters missing, but 12 pilots safe.

MONDAY, AUGUST 19 *352nd Day*

On the Sea—Skua aircraft of Fleet Air Arm attacked two enemy transports at Haugesund, Norway, one being hit.

In the Air—R.A.F. carried out daylight reconnaissances over Holland and North Sea. A.A. position near Amsterdam and aerodrome at Flushing bombed. During night 30 enemy aerodromes were attacked.

Other aircraft bombed naval base at Kiel, oil refinery at Hanover, power station at Zschornewitz, north of Leipzig, Dortmund-Ems Canal and other lines of communication. Oil tanks near Bordeaux attacked.

War against Italy—War Office announced that British forces in Somaliland had been successfully evacuated.

During night R.A.F. bombers attacked Derna harbour, petrol dump at Bir el Gobi, and aerodrome at El Gubbi.

Home Front—Enemy raids on Britain were on minor scale. Five aircraft brought down. Three British fighters lost but pilots of two safe. Dock in South Wales and several aerodromes were attacked.

TUESDAY, AUGUST 20 *353rd Day*

On the Sea—Survivors of British freighter torpedoed without warning in Atlantic landed in Northern Ireland.

Mail steamer "St. Patrick" attacked by three German bombers off south Wexford coast.

In the Air—R.A.F. made daylight raids on enemy aerodromes. Coastal Command aircraft attacked two German destroyers in North Sea, damaging one.

War against Italy—Middle East G.H.Q. reported that whole of British force evacuated from Berbera had reached Aden with bulk of equipment.

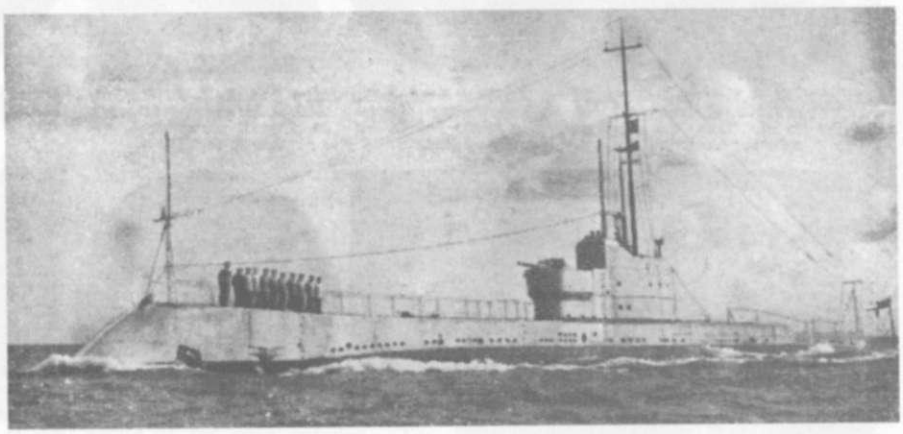
R.A.F. bombed hangars and railway station at Diredawa, aerodrome at Dessie, and railway buildings at Kassala.

Ineffective raids on Malta and Gibraltar.

Home Front—Waves of German bombers, accompanied by fighters, crossed S.E. coast and were met with fierce A.A. fire and later engaged by R.A.F. fighters. Enemy lost nine aircraft, Britain two.

During preceding night enemy operated singly over widespread areas of England, South Wales and a few districts of Scotland.

German aeroplane crashed in Co. Kerry.



H.M. submarine "Orpheus" (Lieut.-Commander J. A. S. Wise, R.N.) was reported on August 17 to be considerably overdue and presumed lost. Sister ship to the "Odin" and "Oswald," she was completed in 1930 and had a displacement of 1,475 tons. Her armament consisted of eight torpedo tubes and one 4-in. gun, and her complement was 53 officers and men.

Photo, Wright and Logan